

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIII

WINTER, 1952-53

No. 363

## THE LIFE-BOAT FLEET

154 Motor Life-boats

1 Harbour Pulling Life-boat

## LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to March 31st, 1953 - - - - 78,157

## Barge Sunk in the Thames Estuary

### Silver Medal Service by Margate

ON the night of the 6th of November, 1952, a whole gale was blowing from the north-west in the estuary of the Thames, with gusts of wind at over 50 miles an hour, and a very heavy sea running. At quarter to three next morning the coastguard rang up the life-boat station at Margate. The Mid-Barrow Lightvessel had reported two red flares, between two and three miles to the westward. This was on the north side of the estuary over twenty miles from Margate. The nearest life-boat station was Southend, but the Southend life-boat was already at sea on another service. So too were the other Essex life-boats, at Clacton-on-Sea and Walton-on-the-Naze.

It was then high water at Margate. The sea front was partly under water, and whole seas were breaking over the pier and against the doors of the life-boat house.

At 3.10 the *North Foreland, Civil Service No. XI*, was launched and set out on her twenty-mile journey across the estuary. She had the gale against her. The squalls of rain and sleet, and the spray blowing continually over her, made it very difficult for

her crew to see; but the life-boat made very good time, and just after six in the morning reached Barrow Deep. There she searched in the darkness along the south side of West Barrow Sands to the West Barrow Buoy, and turning there moved up the West Swin on the north side of the sands. Day broke at seven o'clock, and about two miles away, near the Maplin Spit Buoy, the coxswain saw the mast of a submerged barge. She was the *Vera*, of London, with two men on board. They were in the rigging, standing on the head-rope of the mainsail, about fifteen feet above the water, and holding to the halliards: there they had been since the barge had sunk at anchor, nearly five hours before. The tide was now at its last hour of ebb, with the forty-mile gale blowing across it. A vicious short sea was running, and nothing but broken water was to be seen. The barge lay head to wind with waves four to five feet high breaking over her.

### Exhausted Men

The coxswain brought the life-boat round the stern of the barge and had a quick look at her. It was clear

that the two men were exhausted and that there was no time to lose. He doubted if they would be able to come down the shrouds. He must take the life-boat over the barge's deck and lay her right under them so that they could slide down the wires into her. As he made the first attempt a sea knocked the life-boat's head away. He had to come out stern first, circle round and take her in again. He drove the bow of the life-boat between the rigging and the mast, narrowly missing the barge's davits which were then visible in the trough of the seas. As he held her there one of the two men slid down a wire. He slid too fast, and missed her, but the crew seized him as he went into the water and hauled him aboard. The other man was now seen coming hand over hand down the fore-stay. He too would miss her, so the coxswain again came out stern first, circled round and brought her over the barge for the third time, this time on the fore-side of the shrouds. A line was quickly passed round the stay, and the boat held there until the man dropped on her fore-deck.

Both men were wet through, shivering with the cold, exhausted by their five hours in the rigging. One was on the verge of collapse. They were wrapped in blankets and given rum and food, but it was clear that they must be brought ashore as quickly as possible and the coxswain made for Brightlingsea, seventeen miles away. It was then a quarter to eight in the morning. At quarter to ten the life-boat arrived and the rescued men were handed over to the Shipwrecked Mariner's Society.

It was then six and a half hours since the life-boat had left Margate, and she had travelled forty-three miles, twenty-six across the estuary to the barge, seventeen from the barge to Brightlingsea. She did not arrive there undamaged. Her searchlight and loud hailer had been carried away by a heavy sea, a piece of the gunwale capping torn off and an end of the port bilge-keel displaced.

The life-boat left Brightlingsea again at a quarter to twelve and arrived at Margate at a quarter to five that afternoon.

#### Rewards

It was a hazardous service promptly and successfully carried out in very bad weather and in waters with which the coxswain and crew were not familiar. The Institution made the following rewards:

To COXSWAIN DENIS RICHARD PRICE, the silver medal for gallantry, with a copy of the vote inscribed on vellum and framed.

To SECOND-COXSWAIN EDWARD JAMES PARKER, the thanks of the Institution inscribed on vellum and framed.

To the motor-mechanic, ALFRED WILLIAM LACEY, the thanks of the Institution inscribed on vellum and framed.

To the coxswain and each of the seven members of his crew a special award of £3 in addition to the reward on the ordinary scale of £4. Scale rewards to crew and launchers, £45 19s.; additional rewards to crew, £24. Total rewards, £69 19s.

### Life-boat Balloon Race

ON September 6th the Brighton and Hove branch arranged a balloon race, with the help of Messrs. J. Lyons, who supplied the balloons. The race continued all day, and among those who came to see it were the Mayor of Hove, one of the two Members of Parliament for Brighton and the Member for

Hove, Commodore the Earl Howe, R.N.V.R., vice-chairman of the Institution, and the vice-chairman and honorary secretary of the branch. The winning balloon came down at Menton, France. Messrs. Lyons gave £38 in prizes and presented £143 4s. to the Mayor of Hove for the Life-boat Service.

## American Ship Breaks in Two

At 5.18 on the afternoon of the 20th of August, 1952, a Liberian ship wirelessed that the S.S. *Western Farmer*, of New York, on passage from Norfolk (Virginia) to Bremen with a cargo of coal, had been in collision with the Norwegian tanker *Bjorgholm* eighteen miles east-south-east of Ramsgate. The coastguard telephoned the Ramsgate life-boat station, and at 5.48 the life-boat *Prudential* left her moorings in a rough sea with a moderate north-north-east breeze blowing. She found the *Western Farmer* one and a half miles north of Sandettie Bank Buoy with a large crack in her starboard side. She was at anchor.

The Dover life-boat *Southern Africa* had been launched at 6.45. The *Western Farmer* had asked for a doctor and at 7.10 the *Southern Africa* was asked by wireless to fetch one from Walmer. She called at Walmer about eight o'clock, embarked a doctor and the Walmer coxswain and then made for the steamer.

### Life-boat and Crew Covered in Oil

Two tugs had reached the *Western Farmer* at 8.40, but she had been very badly damaged; she started to break up; and about nine o'clock the captain of the *Western Farmer* asked the Ramsgate life-boat to embark some of the older men of the crew. Seven were embarked with difficulty as the escaping fuel oil made all ropes and ladders extremely slippery. This oil also came aboard the life-boat with every wave, covering all the men and everything on her. When it was clear that the ship would break in half, the captain ordered his crew to man both the ship's life-boats. They were manned and lowered and were just clear when the fore part of the *Western Farmer* broke away and capsized. The Ramsgate life-boat took on board the men from one of the ship's boats and then picked up another member of

the crew who had jumped from the stern part into the sea.

Meanwhile the Dover life-boat had arrived. She took on board all thirteen men from the *Western Farmer's* second life-boat which was in danger of drifting on to the fore part of the steamer. There were still five men in the stern part, which was partly awash and drifting. The coxswain of the Ramsgate life-boat decided to go alongside the stern part, although it was clear that it might turn over at any moment on top of the life-boat. He brought the life-boat alongside the starboard quarter and the five men jumped aboard. The life-boat reached her station again at 3.16 the next morning. The Dover life-boat reached her station at 6.30 in the morning.

### Full Knowledge of Risk

The decision of the coxswain to go alongside the stern part of the steamer, after seeing the bow part capsize, was taken in the full knowledge of the risk he was running, and the whole service was most expeditiously carried out, in spite of the difficulties from the presence of fuel oil everywhere. The Institution made the following rewards:

To COXSWAIN DOUGLAS KIRKALDIE the bronze medal for gallantry, with a copy of the vote inscribed on vellum and framed;

To the coxswain and each member of the crew a special reward of £1 in addition to the reward on the ordinary scale of £2 7s. Scale rewards, £26 14s. 6d.; special rewards, £10. Total rewards, £36 14s. 6d.;

To the Dover coxswain and crew, £2 15s. each. Total rewards, £20 10s.

The Seafarers International Union in New York sent gifts of food to the life-boatmen at Ramsgate and Dover, on behalf of the crew of the *Western Farmer*, and presented a plaque to each station.

## Portrait on the Cover

THE portrait on the cover is of Coxswain Jeremiah O'Connell, of Valentia,

Co. Kerry. He has been coxswain since 1946.

## The Institution's President in Malaya

WHEN the Institution's President, H.R.H. the Duchess of Kent, returned from her visit to Malaya at the beginning of December 1952, the Institution sent to her the following telegram, signed by Sir Godfrey Baring, Bt., K.B.E., chairman of the committee of management, and Colonel A. D. Burnett-Brown, the secretary of the Institution:

"The Life-boat Service desires most heartily and gratefully to welcome home Your Royal Highness on your

safe return from your long, arduous and dangerous tour of duty. It would also most respectfully and most sincerely congratulate you on completing with such marked success this important service to the country."

The Duchess sent the following reply:

"I greatly appreciate the kind message I have received from you and members of the Life-boat Service and ask you to convey my sincere thanks for their good wishes on my return."

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## A Skilful Rescue in Unknown Waters

AT 12.45 on the afternoon of the 17th of September, 1952 the coastguard telephoned the life-boat station at Stornoway in the Outer Hebrides that the crew of a local motor boat, the *Mayflower*, were marooned on rocks. The *Mayflower* had gone to Sula Sgeir, thirty-five miles north-north-east of the Butt of Lewis and sixty-five miles from Stornoway, to collect young gannets for salting. Their boat had sunk with the back-wash of the cliffs, and the men were left on the rocks in bad weather.

The fishery cruiser *Minna* reached Sula Sgeir on the 18th of September and signalled in the afternoon that she was resuming her normal fishing patrol. It was too rough to try and land where the men were marooned before the next morning. She added that if the seas moderated during the night it might be possible for the Stornoway life-boat to close the south-eastern corner of the rock face and for the men to jump on board her.

### Sixty-five Mile Passage

At eleven o'clock on the night of the 18th the Stornoway life-boat *William and Harriot* left her moorings, and after a sixty-five mile passage in a heavy swell, with a moderate north-north-west wind blowing, reached Sula Sgeir at 7.30 on the morning of the 19th. The coxswain hailed the four men on the rocks and suggested they

should climb down 120 feet from the top of a cliff to a ledge sixty feet above the sea, where the breeches buoy could be used. The men declined to do this. They knew that if the breeches buoy apparatus should fail they would be unable to regain the cliff top. Instead, they pointed out a cove where it might be possible to get them off through the surf. At the time the water in the cove was all broken surf, so the coxswain anchored close to the cliffs on the south side of the island, both to save fuel and to wait for better conditions.

Soon after noon the weather moderated. It was slack water at low tide, the swell had gone down and the coxswain decided to attempt the entrance of the cove. Neither he nor any of his crew had ever been to Sula Sgeir before, the cove was not marked on the chart, and the coxswain had nothing but the rise and fall of the seas to show him any sunken rocks. On that he relied, but he knew the risk. If the surge had caused the boat to come down on a ledge of rock, the crew might well have been thrown into the water and have had great difficulty in getting ashore in the swell.

### Danger from Rocks

He entered the cove and there he anchored in 16 feet of water, and veered astern towards the shore, but the holding for the anchor was poor,

and he had to keep using his engines to prevent the boat's stern from striking the rocks. He passed a line ashore and this was made fast to hold the life-boat steady. The four men—two of whom could not swim—were then hauled with veering lines, one by one, through the surf to the life-boat.

Twenty minutes after entering the cove the life-boat left it again. It was then 1.20 in the afternoon. At 8.15 in the evening the life-boat arrived back to Stornoway. She had been on service for twenty-two hours and had left in her tanks only enough fuel for three hours.

In recognition of his cool and able handling of the boat, in those confined and unknown waters of the cove, and his excellent navigation, the Institution awarded to COXSMAIN MALCOLM MACDONALD its bronze medal for gallantry, with a copy of the vote inscribed on vellum and framed.

The Institution also made to him and each member of his crew a special reward of £1 in addition to the reward of £4 15s. on the ordinary scale. Scale rewards, £36 5s.; special rewards, £8. Total rewards, £44 5s.

### Life-boatman's Gallant Swim

At 10.20 on the night of the 27th of July, 1952, the Flamborough Head coastguard telephoned the Flamborough life-boat station that a young man had reported a friend of his in difficulties on a cliff near the Stacks Rocks at Flamborough Head. These rocks are about a quarter of a mile from the coastguard station and some two miles from the life-boat station. At 10.30 the life-boat *Howard D* was launched. The sea was rough, with a strong northerly breeze blowing, and the night was very dark.

In heavy rain the life-boat searched the cliff with her searchlight, but there was a heavy swell breaking on the rocks, and the coxswain realised that he was too far off shore for the searchlight to pick out a body. He therefore decided to try to put a man ashore who would be able to walk along the beach. He took the life-boat to a place where there was a lee, and anchored some sixty yards from the shore.

The assistant motor mechanic, Robert Leng, volunteered to swim ashore. He went over the side fully clothed with oilskin and sea boots and wearing a life-belt. There was little sea but he had to land on rocks in darkness. Guided by the searchlight he landed safely, although carried some distance along by the strong tide.

About a quarter of a mile from where he landed Leng found two coastguardmen with the body of the young man. He had apparently fallen from the cliffs on to a ledge of rock just under water. Artificial respiration was applied, and Leng helped the coastguardmen to carry him on a stretcher to the top of the cliff up a path made extremely difficult by the pouring rain and pitch darkness. In spite of these efforts the young man died of his injuries.

The assistant motor mechanic returned to Flamborough by road, and the life-boat returned to her station, arriving at 1.15 in the early morning of the 28th.

The landing on the rocks in the strong tide and darkness had called for both courage and severe physical effort on the part of Robert Leng, and the Institution awarded to him its thanks inscribed on vellum and framed and a special award of £2 in addition to the reward on the ordinary scale of 19s.

In 1951, a similar incident occurred at Flamborough, when the motor mechanic, E. A. Slaughter, won the bronze medal of the Institution for swimming ashore in even more difficult conditions to the help of a boy who had fallen down the cliffs.

Rewards, £21 8s. 6d.

## Bronze Medal for Gallant Boy

At 2.36 on the afternoon of the 21st of September, 1952, the sailing boat *Tit Bit*, of Shellness, with a man and a boy on board capsized one mile off Shellness, in the Isle of Sheppey. There was a slight sea, and a westerly breeze, with occasional squalls.

A fifteen-year-old boy, Tony Metcalfe, saw the two people swimming in the sea and immediately put out by himself in a ten-foot outboard motor dinghy. He hauled the boy on board, but the man weighed eighteen stone and the dinghy sank under his efforts to get into her. The three of them then clung to the *Tit Bit*.

The volunteer-in-charge of the Warden Point Coastguard Station, Mr. Wallace Colegate, commandeered a dinghy and put out, but half a mile off shore it capsized and he swam back to the beach. A retired naval officer, Commander W. Davis, also put out with his two sons in a sixteen-foot outboard motor dinghy, but the motor broke down and for the last two miles they had to row. They rescued Tony Metcalfe and the

other boy, who by then had been in the water for an hour.

Two relatives of Tony Metcalfe reached the position in a rowing-boat. They found the man who had been on board the *Tit Bit* too heavy to get on board, but they succeeded in keeping hold of him. A visitor to the coast, Mr. Norman Morgan, also launched a dinghy, but his help was not needed. Eventually a fishing boat, the *Southern Cross*, with a crew of four, and the motor boat *Audrey Russell*, with police on board, arrived from Whitstable. The *Southern Cross* rescued the man and took the *Tit Bit* in tow. The help of the *Audrey Russell* was not needed.

The Institution made these awards:

To MR. TONY METCALFE, the bronze medal for gallantry with a copy of the vote inscribed on vellum and framed;

To Commander Davis and his two sons, a letter of appreciation and £3;

To Mr. Colegate and Mr. Morgan, letters of appreciation;

To the man in charge of the *Audrey Russell*, £1 and 10s. for fuel used.

## Walmer Life-boat Crew at French Embassy

THE crew of the Walmer life-boat went to London on Thursday, 27th of November, to receive the medals awarded to them by the French life-boat society, La société centrale de sauvetage des naufragés for the rescue on the 13th of January, 1952, of the crew of 38 of the French steamer *Agen*, wrecked on the Goodwin Sands. Silver-gilt medals were awarded to Coxswain Frederick Upton, Second Coxswain W. Bailey and the motor mechanic, C. Percy Cavell, silver medals to the other six members of the crew, and a diploma to be hung in the boathouse. The medals had the head of a life-boatman and the name of the French life-boat society inscribed on the obverse, and on the reverse the name of the recipient and the words "Courage—Devotion."

The crew were accompanied by members of their families, the Mayor

and Mayoress of Deal, Mr. L. H. Shelvey, honorary secretary of the station, and the French Consul at Folkestone. The Institution itself was represented by Captain the Lord Ailwyn, R.N., a member of the committee of management, Colonel A. D. Burnett Brown, the secretary, and Commander T. G. Michelmore, R.N.R., chief inspector of life-boats.

The guests were received by the French Ambassador, M. René Massigli, members of the Embassy staff and French naval officers. The Ambassador made a short speech, describing the service and thanking the crew. He then presented the medals and diploma and Lord Ailwyn replied on behalf of the Institution.

After the presentation refreshments were served and the Ambassador talked to the crew and their families and was photographed with all the ladies of the party.

## Converted Life-boat in Danger

AT 12.15, early on the morning of the 13th of July, 1952, the Walney coastguard rang up the Barrow life-boat station to say that a man living in Bootle had reported that his small daughter had seen a small boat aground half a mile south of Esk Estuary. The boat at that time was about half a mile from the high water mark. The Barrow life-boat *Herbert Leigh* was launched at 12.50 in a rough sea, with a strong west-south-westerly breeze blowing. At 4.20 she picked up by means of her searchlight the yacht *Faithful*, with a crew of two. The *Faithful* was an old life-boat of the Institution converted. She was riding heavily to her anchor in heavy surf and sheering 90 degrees. She was in sixteen feet of water, about half a mile from a lee shore of sand and shingle. Her engine had broken down and her steering-gear was defective. The men had laid out an anchor.

Three times the life-boat had to close with the yacht, and in those heavy seas and with the yacht yawing so violently, she had to be handled

with great skill and judgment. The first attempt failed. At the second one of the two men jumped into her. At the third the other man was taken off. Both men had been rescued. Neither life-boat nor yacht had been damaged. But in less capable hands the life-boat might have cut the yacht in two and drowned both her men.

The weather, already bad, was deteriorating, and the coxswain thought it inadvisable to attempt to tow the *Faithful*. He, therefore, left her at anchor. The life-boat returned to her station, arriving at 8.25 in the morning after a rough passage, and the rescued men were sent to the Sailors' Home.

In recognition of his skill and judgment the Institution awarded to COXSWAIN ROLAND MOORE its thanks inscribed on vellum and framed.

To the small girl who reported the boat aground the Institution awarded a copy of *Storm on the Waters, the story of the Life-boat Service during the war of 1939 to 1945*. Rewards, £16 7s.

## Life-boatman Wades 150 yards through Surf

AT 10.23 on the morning of the 13th of July, 1952, the Margate coastguard reported that a small yacht was ashore on Margate sands about three miles north of the harbour. She had a heavy list and seas were breaking over her. The life-boat *North Foreland, Civil Service, No XI*, was launched at 10.30. A south-westerly gale was blowing; it was low water; there was a choppy, broken sea in the shallow waters by the yacht.

The life-boat came as close to the yacht, the *Faraway*, of London, as the shallow water would permit, but she was still 150 yards away. The yacht was lying over on her starboard bilge on the weather side of the sands, and the coxswain feared that she would not come upright on the rising tide and might fill; but the two men onboard refused to abandon her.

The assistant mechanic, Norman Clarke, then volunteered to go overboard and wade over the sands through the surf. Lines were secured to him.

He swam the first few yards and after that waded for some ten minutes, but had difficulty in keeping his feet. By now waves were breaking into the cockpit of the yacht, and the two men agreed to abandon her after Clarke had explained how dangerous her position was. He hauled a heavier rope from the life-boat, and made it fast to the mast. This tow-rope was then hauled tight, and one by one the three men, holding to the tight rope, reached the life-boat. They were given rum and dry clothes.

With her capstan the life-boat hauled the yacht clear and then bumping on the sand, with seas breaking over her, got clear herself. Taking the yacht in tow, she reached Margate again at 1.30 in the afternoon.

The Institution awarded to the assistant motor mechanic, NORMAN CLARKE, in recognition of his courage and enterprise, its thanks inscribed on vellum and framed, and 23s. in addition to the reward on the ordinary scale of 23s. Rewards, £12 7s.

## Tractor Trials at Aberystwyth

TRIALS of the prototype of a new tractor for launching life-boats—a powerful Fowler tractor with a 95 h.p. diesel engine—were held at Aberystwyth in November. Members of the committee of management and officials of the Institution were present. The tractor was tried on the roughest part of the beach, and came successfully through its difficult test. As a result four more tractors were ordered.

But the trials were trials in another sense. The final test was complete immersion in about seven feet of water. Besides her driver—a man of the Fowler firm—she had perched on top of her the chief engineer of the firm, the Institution's chief inspector of life-boats, Commander Michelmore, its district engineer for the west, and the motor mechanic of the Aberystwyth life-boat station. Having reached the depth of seven feet the chief inspector told the driver to

reverse. At that depth, of course, the controls were under water, and the driver, instead of reversing, put his engines in neutral. The tractor, it so chanced, was just on the edge of a gully in the hidden sand. She began to run down the slope, deeper and deeper into the sea.

When she was in ten feet of water, and twenty yards from the shore the chief inspector gave the signal to abandon ship, and the five men set out on a cold swim. The story of it is best told in the pictures on pages 436-7. All safely landed, none the worse. The only thing missing was the wallet, with banknotes in it, of the Aberystwyth motor mechanic. It was found afloat and rescued later. The abandoned tractor (which looks so forlorn in the final picture) was hauled ashore, and was found to be none the worse mechanically for her immersion.

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## Royal Humane Society Awards for Cromer

THE Royal Humane Society has presented its Testimonial on Parchment and Resuscitation Certificate to Robert Charles Davis, the bowman of the Cromer life-boat, and its Resuscitation Certificate to Coxswain Henry Thomas Davis for the rescue and resuscitation of a drowning man on the 25th of July, 1952. Mr. Robert Davis and his wife were on the beach at eleven o'clock at night, the beach was deserted; the night dark, and there was no moon. A swell was breaking on the beach. They realised that there was a man in

the sea and Mr. Davis waded in, fully clothed, up to his neck. He was lifted off his feet by every wave. The man was, fortunately, unconscious and not able to struggle, but he weighed fifteen stone. With great difficulty Mr. Davis brought him ashore. At one time he was knocked over by a wave and completely submerged with the unconscious man on top of him. While he was reviving the man Mrs. Davis went for the coxswain. Between them they brought the man round.

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## Gift from a Will

THE Institution has received a gift of £50 from the surviving brother and sister of a marine surveyor in Wales who died intestate at the end of 1951. They write that they know their

brother had a great admiration for the Life-boat Service and that if he had had time to make a will they feel sure that he would have made some provision for the Life-boat Service in it.



## Services of the Life-boats in July, August, September and October, 1952

### 188 Lives Rescued

#### JULY

DURING July life-boats were launched 78 times and rescued 43 lives.

#### DISABLED YACHT TOWED TO PORTSMOUTH

**Bembridge, Isle of Wight.**—At 10.50 on the night of the 3rd of July, 1952, the Foreland coastguard reported a flare, and a few minutes later stated that a vessel to the south had made an S O S signal. The life-boat *Jesse Lumb* was launched at 11.15 in a moderate sea, with a north-easterly breeze blowing. She found the disabled six-ton sailing yacht *Beau Geste*, of Southampton, with the owner and his wife aboard, four miles south-west of Foreland. The yacht was taken in tow by the life-boat, which reached Portsmouth at half-past two on the morning of the 4th. Later the life-boat left to return to her station, but as there was too much swell to allow of her being rehoused, she put into Cowes. The owner expressed appreciation, and made a gift to the life-boat crew and a donation to the funds of the Institution.—Rewards, £27 12s. 6d.

#### LOBSTER BOAT BROUGHT TO CLOVELLY ROADS

**Clovelly, Devon.**—On the morning of the 7th of July, 1952, a trawler was seen dragging her anchor until she passed from view, and the Hartland Point coastguard then kept her under observation. As her rate of drag increased and there was no sign of any crew, the coastguard telephoned about nine o'clock and asked for the life-boat. At 9.20 the life-boat *William Cantrell Ashley* was launched in a moderate sea, with a fresh south-south-easterly breeze blowing, and came up with the motor trawler *Excellent*, of Barnstaple, four miles east-north-east of Hartland Point, but the trawler's crew of three were then on deck and

had got her under way. On the return journey the life-boat took the lobster boat *Catherine* in tow, as she was having a hard struggle against the wind and tide, and brought her back to Clovelly Roads, arriving at 12.15 in the afternoon.—Rewards, £12 8s.

#### CAPSIZED SAILING DINGHY SAVED

**New Brighton, Cheshire.**—At 6.3 on the evening of the 7th of July, 1952, the Wallasey police telephoned that a sailing dinghy had capsized in the river Mersey off Egremont, and that two people were in the water. The life-boat *Edmund and Mary Robinson*, on temporary duty at the station, left her moorings at 6.13 in a rough sea, with a strong southerly breeze blowing, but found that a dinghy from the shore had picked up the two people from the water, and that they had been landed and conveyed by ambulance to hospital. Taking aboard the three men who had effected the rescue, the life-boat brought them and their dinghy, as well as the capsized dinghy, which belonged to the University Sailing Club, to the New Brighton landing-stage, which was reached about seven o'clock.—Rewards, £6.

#### YACHT RUNS OUT OF PETROL

**Barrow, Lancashire.**—At 8.55 on the night of the 7th of July, 1952, whilst the coxswain was on duty aboard the pilot boat, a message was intercepted from Morecambe Bay Lightvessel to Seaforth Radio that a small yacht bound for Fleetwood from Ramsey, with three people on board, had run out of petrol and was alongside the lightvessel asking for help. The coastguard were informed, and at 9.40 the life-boat *Herbert Leigh* was launched in a moderate sea, with a south-south-easterly breeze blowing. The life-boat found the auxiliary yacht *Helen*, of Fleetwood, with the

owner, his wife and daughter on board. They were taken into the life-boat, which returned to her station, with the *Helen* in tow, arriving at 3.55 in the morning.—Rewards, £15 9s.

#### DUTCH AND NORWEGIAN SHIPS COLLIDE

**Ramsgate, Kent.**—At 5.44 on the morning on the 10th of July, 1952, the coastguard reported that the motor vessel *Prins Alexander*, of Rotterdam, and the S.S. *N. O. Ragenaes*, of Haugesund, had been in collision about eight miles east by north of the East Goodwin Lightvessel and required help. At 5.59 the life-boat *The Lord Southborough*, Civil Service No. 1, on temporary duty at the station, was launched in a moderately rough sea, with a fresh south-westerly breeze blowing, and found the *Prins Alexander* badly damaged, with the Norwegian vessel taking her in tow. Life-boatmen were put aboard and on the advice of the coxswain the vessels made for Dover. Some of the crew of the Dutch vessel were transferred to the life-boat, which, with a tug, accompanied the vessels. Both vessels anchored off Dover, and the life-boat carried messages, took ashore thirty crew and passengers who had been transferred to the *N. O. Ragenaes*, and stood by until the casualty was safely at anchor. The captain of the *Prins Alexander* expressed his thanks, and the life-boat left Dover at 5.15, arriving at her station again at 7.5 in the evening.—Rewards, £27 11s.

#### ALGIERS SHIP SHORT OF FOOD

**Workington, Cumberland.**—On the 10th of July, 1952, the S.S. *Clonlee*, which had arrived off Workington from Algiers, laden with iron ore, radioed that she was short of food and asked for provisions. Her agents asked if the life-boat would take provisions out to her and, as the weather was unsuitable for a shoreboat, the life-boat *N. T.* embarked the provisions and was launched at 10.55 that night with the second coxswain in charge. She came up with the vessel about one and a quarter miles off Workington, in a rough sea and strong south-south-west breeze, put the food aboard, and returned to her station

again, arriving at 12.15 the next morning. The Agents made a donation to the funds of the Institution.—Rewards, £3.

#### CONVERTED BARGE TOWED TO MARGATE

**Margate, Kent.**—At 1.58 on the afternoon of the 11th of July, 1952, the coastguard telephoned that a vessel appeared to be drifting towards the Longsands about ten miles north of Margate. Two minutes later the life-boat *North Foreland*, Civil Service No. XI, was launched in a strong sea, with a fresh west-south-westerly wind blowing. The life-boat found the motor house-boat *Haste Away*, of Ipswich, a forty-five tons converted Thames barge, with a man and two women aboard, together with a dog and three cats, bound from Burnham for Southampton. Owing to engine difficulties the boat was under-powered, and the master asked the life-boat to stand by. At 3.20 a request for a tow was received, and the second coxswain was put aboard to help. With the *Haste Away* in tow the life-boat made for Margate, and although the tow parted another rope was got aboard, and harbour was reached at 5.10. With difficulty the house-boat was safely moored alongside the quay at six o'clock.—Property Salvage Case.

#### TWO BABIES RESCUED FROM KETCH

**Yarmouth, Isle of Wight.**—At 7.40 on the morning of the 12th of July, 1952, information was received from the Needles coastguard that a yacht was aground on the north-west part of Shingles Bank. The life-boat *S. G. E.* was launched at 7.50 in a rough sea, with a fresh west-north-west wind blowing, and found the 56-tons auxiliary ketch *Harebell*, of London, with a party of nine people on board, including two babies. A six-month-old baby, as well as a two-year-old child and its mother, were taken aboard the life-boat, which got the yacht clear of Shingles Bank and towed her to Yarmouth, arriving at 10.15. — Rewards, £6 13s.

#### YACHT FOUND ON ROCKS

**Donaghadee, Co. Down.**—About 10.10 on the morning of the 12th of

July, 1952, a yacht was observed burning distress signals at Copeland Island, and information was received from the coastguards and police. At 10.35 the life-boat *Sir Samuel Kelly* was launched in a choppy sea, with a westerly breeze blowing, and found the yacht *Zamorin*, fast on the rocks at Gordan's Bush, Copeland Island. She was in a very dangerous position, but with some difficulty she was pulled clear, and towed, together with her crew of three, to Donaghadee, arriving there at 11.45.—Rewards, £5 16s.

#### MOTOR BOAT ADRIFT IN IRISH SEA

Portrush, Co. Antrim; Campbeltown, Argyllshire; and Donaghadee, Co. Down.—On the morning of the 12th of July, 1952, a man, together with his wife and two sons, were cruising off the coast of County Antrim in the twenty-eight feet motorboat *Aloma*, of Belfast, when her engine failed and she started to drift. The woman and one son got ashore in a rubber dinghy while the man and the other son remained with the boat. The coastguard were informed, and a search for the disabled boat was organized. At 9.26 the coastguard telephoned the Portrush life-boat station, and at 9.35 the life-boat *Lady Scott, Civil Service No. 4*, was launched in a moderately rough sea, with a north-westerly breeze blowing. At 1.27 in the afternoon the Campbeltown life-boat *City of Glasgow* was asked to join in the search, and she left at 1.42. At 3.45 the Donaghadee life-boat station was warned. Later information stated that a boat was in distress off The Maidens, and the life-boat *Sir Samuel Kelly* put out at 5.20. The life-boats carried out a search over a wide area, and at eight o'clock in the evening the coastguard advised them to proceed towards The Maidens. Shortly afterwards the Campbeltown life-boat found the missing boat with the man and boy aboard. They were taken aboard the life-boat, which then towed the *Aloma* to Larne. The Donaghadee life-boat reached her station again at 11.30 the same night; the Campbeltown life-boat got back at 4.10 in the morning after fourteen and a half hours at sea; and the Portrush life-boat, after her crew had had a meal at Carnlough, arrived home at

five in the morning after over nineteen hours absence. The owner expressed his gratitude for all that had been done and made a donation to the funds of the Institution.—Rewards, Portrush, £38 7s.; Campbeltown, £25 3s. 6d.; Donaghadee, £13 1s.

#### MARGATE LIFE-BOATMAN WADES THROUGH SURF

On the 13th of July, 1952, the Margate life-boat went to the help of a small yacht ashore on Margate sands, and the assistant mechanic waded through the surf to bring two men off the yacht.—Rewards, The thanks of the Institution inscribed on vellum to the assistant motor mechanic, Norman H. Clarke, and 23s. for damage to clothing; and to the coxswain and crew, £69 19s. For a full account of this service see page 415.

#### EIGHT-TON YACHT TOWED BACK IN GALE

Aldeburgh, Suffolk.—At 10.12 on the morning of the 13th of July, 1952, the coastguard telephoned that a yacht four miles south-south-west of Orfordness was flying a distress signal. The life-boat *Abdy Beauclerk* was launched at 10.26 in a very rough sea, with a south-westerly gale blowing, and an hour later found the gaff-rigged eight-ton yacht *The Prince*, of Walton-on-the-Naze. She carried a crew of four, but was in difficulties with a strong head-wind and tide. The life-boat took her in tow and reached Harwich at 2.30 in the afternoon. The life-boat arrived back at her station at six in the evening.—Rewards, £46 12s. 6d.

#### THANKS ON VELLUM TO BARROW COXSWAIN

On the 13th of July, 1952, the Barrow life-boat took two exhausted men off a converted life-boat in heavy seas.—Rewards: the thanks of the Institution inscribed on vellum to Coxswain Roland Moore; £16 7s. For a full account of this service see page 415.

#### FRENCH YACHT SAVED FROM GOODWIN SANDS

Dover, Kent.—At 3.10 on the afternoon of the 13th of July, 1952, the Sandgate coastguard reported that a

yacht was making heavy weather about a mile south-east of Leathercotes. The life-boat *Southern Africa* was launched at 4.15 in a heavy sea, with a south-westerly gale blowing, and found the thirty-tons auxiliary yacht *Acteon*, of St. Malo, two miles north-north-east of the South Goodwin Lightvessel. She was bound for Southampton with a party of nine aboard, but her mainsail was damaged, her engine had broken down, and she was driving on to the Goodwin Sands. The life-boat took the *Acteon* in tow and brought her into Dover Harbour, which was reached at 7.45. The owner made a gift to the life-boat crew.—Property Salvage Case.

#### DOCTORS TAKEN TO YACHT AT MIDNIGHT

Girvan, Ayrshire.—At 10.45 on the night of the 14th of July, 1952, information was received from the Ballantrae coastguard that signals had been reported from a small boat near Lendalfoot, and the life-boat crew were assembled. The fishing boat *Amethyst* put to sea in a slight sea, with a light westerly wind blowing, found the boat two miles west of Lendalfoot, and towed her to Girvan Harbour, but, owing to the low tide, could not bring her in. The boat in tow was a thirty-feet converted ship's boat, the *St. David*, with a crew of four, cruising from Belfast to Girvan. She had a sick man on board and asked for a doctor. At 12.15 in the early morning of the 15th of July the life-boat *Frank and William Oates* went out, in charge of an acting coxswain, with two doctors on board. The doctors were transferred to the *St. David*, which was then towed into the harbour by the life-boat at one o'clock. The patient was landed and taken to hospital.—Rewards, £4 17s. 6d.

#### EXHAUSTED CREW TIE UP YACHT

Great Yarmouth and Gorleston, Norfolk.—At 1.15 in the early morning of the 14th of July, 1952, the life-boat *Mary Scott*, on temporary duty at the station, was launched in response to a call from the Corton Lightvessel, received through the coastguard, that a small yacht had tied up astern of the lightship and needed help. A light

west-north-westerly breeze was blowing with a slight sea. The life-boat found the thirty-feet yacht *Velma*, with a party of four aboard, which had experienced heavy weather while returning from Ostend to Brightlingsea. As her crew were very tired and hungry and the *Velma* was leaking, the life-boat towed her to harbour, arriving at 3.26.—Property Salvage Case.

#### FISHING BOAT TOWED TO KILMORE

Kilmore, Co. Wexford.—At 2.45 on the afternoon of the 16th of July, 1952, the motor mechanic reported that the fishing boat *Empress*, of Wexford, with a crew of three, was in difficulties about three miles east of Kilmore pier. At three the life-boat *Ann Isabella Pyemont* was launched with the second coxswain in charge. In a choppy sea, with a strong south-westerly breeze blowing, she found the *Empress* a mile off shore five miles east-north-east of Kilmore Quay. Her engine had broken down, and the life-boat towed her in, reaching the station at 4.30.—Rewards, £11 11s.

#### RUBBER DINGHY RESCUED OFF LYDD

Dungeness, Kent.—At 2.57 on the afternoon of the 19th of July, 1952, the Lade coastguard telephoned that a rubber dinghy with two people on board was in distress off Lydd. The sea was rough, with a strong wind blowing. The life-boat *Charles Cooper Henderson* was launched and reached the dinghy at 3.18. She took the dinghy and the two occupants aboard and returned to her station, which she reached at 3.35.—Rewards, £20 15s.

#### YACHT LOSES WAY NEAR LONGSHIPS

Sennen Cove, Cornwall.—At 7.5 on the morning of the 20th of July, 1952, information was received from the coastguard that a yacht had burned a red flare four to five miles north-north-west of Tol-Pedn-Penwith. The life-boat *Susan Ashley* was launched at 7.30 in a smooth sea with a light north-westerly wind blowing, and found the seventeen-ton auxiliary sailing yacht *Morena* about three-quarters of a mile north of The Longships. She was on

passage from Dartmouth to Falmouth with a crew of three, but had lost her way during the night. The life-boat towed the yacht clear of The Longships reef and towards Mounts Bay, but when off Lamorna a favourable breeze sprang up and the *Morena* decided to make for Falmouth alone. The life-boat returned to her station, which was reached at 12.15. The owners made a gift to the life-boat crew.—Rewards, £18 18s.

#### BODY OF METEOR PILOT FOUND

Whitby, Yorkshire.—At 10.6 on the morning of the 20th of July, 1952, the coastguard telephoned that No. 18 Group, Royal Air Force, at Inverkeithing had reported that an air search was being made off Whitby for a missing Meteor aircraft. At 10.45 a message from Northallerton stated that a vessel had picked up part of an aircraft three miles south-east of Whitby. At 11.0 the No. 1 life-boat *Mary Ann Hepworth* was launched, with the second coxswain in charge. She searched widely in a calm sea, with a light south-westerly breeze blowing, in company with H.M. trawler *Bernicia*. The trawler picked up the body of a pilot, which was taken on board the life-boat. The life-boat then resumed the search, but found nothing and reached her station again at 1.20 in the afternoon. At 1.30 the coastguard reported that aircraft were dropping smoke flares three miles east by north of Whitby, and twelve minutes later the life-boat was again launched. She searched in company with the trawler, but found nothing. At 4.30 the search was abandoned, and the life-boat reached her station at 5.47 that evening. The Scarborough life-boat was also launched, but was not needed.—Rewards, 1st service, £8 17s. 6d.; 2nd service, £12 8s. 6d.

#### SHIP'S BOAT SAVED FROM IRON STAKES

New Brighton, Cheshire.—At 6.0 on the evening of the 20th of July, 1952, the Formby coastguard telephoned that a converted ship's boat had stranded on the revetment in the Crosby channel near C.16 buoy. She was in a dangerous position, and at

6.20 the life-boat *Norman B. Corlett* left her moorings. There was a slight sea with a light north-westerly breeze blowing, and she found the motor boat *Adelaide*, of Liverpool, with a crew of two, listing close to some iron stakes. The life-boat passed a line to her, pulled her clear and, as she was making water, towed her to Egremont, reaching her station again at 7.45.—Rewards, £6 2s.

#### BOY'S HOME-MADE CANOE RESCUED

Barrow, Lancashire.—At 1.50 on the afternoon of the 22nd of July, 1952, a motor-cyclist arrived at the life-boat station and reported that a canoe with a boy clinging to it was being carried out to sea off Newbiggin, about five miles north-east of the life-boat station. Ten minutes later the life-boat *Herbert Leigh* was launched in a choppy sea, with a light north-westerly wind blowing, and picked up a home-made canvas canoe, about one and a half miles off Newbiggin. The search for the boy continued until 2.50, when it was learned that he was safe. He had swum out to try to recover the canoe which was adrift, but had had to abandon it. He had then been escorted ashore by another bather, who had gone to help him. The life-boat reached her station again at 3.45.—Rewards, £7 10s.

#### YACHT TOWED TO ILFRACOMBE

Ilfracombe, Devon.—At 5.5 on the morning of the 23rd of July, 1952, the coastguard telephoned that a yacht one mile east of Widmouth Head was drifting towards Hangman Point and that her crew had waved a hurricane lamp. She was near the rocks west of Combe Martin Bay, and at 5.32 the life-boat *Richard Silver Oliver* was launched, with the second coxswain in charge, in calm weather. She found the yacht *Thyminia*, of Barry, with a crew of three, off Hangman Point unable to make headway through lack of wind. The life-boat towed her to Ilfracombe and reached her station again at 7.30.—Rewards, £13 11s. 6d.

#### SWIMMER ATTACKED BY CRAMP

Clacton-on-Sea, Essex.—About 12.45 on the afternoon of the 23rd of

July, 1952, the Clacton coastguard saw a man in difficulties in the sea. He was one of a party of four men in a rowing boat. An oar had been lost overboard, and he had gone in to recover it. He was attacked with cramp, and as a strong tide was running he could not reach the boat again. At 12.52 the life-boat *Sir Godfrey Baring* was launched. The sea was choppy, and a light north-easterly breeze was blowing. As the life-boat was approaching the man, he was picked up by a motor boat which was out running pleasure trips. As he was in need of medical attention he was transferred to the life-boat, given first aid, and landed on Clacton Pier. He was then taken to hospital. The life-boat returned to her station at 1.30.—Rewards, £14 6s. 6d.

#### ENGINE BREAKS DOWN ON PLEASURE TRIP

Dungeness, Kent.—At 10.15 on the morning of the 24th of July, 1952, the life-boat mechanic reported that a yacht was in difficulties two miles west of the life-boat station. The life-boat *Charles Cooper Henderson* was launched at 10.45 in a smooth sea with a light north-easterly breeze blowing, and found a motor yacht from Dover on a pleasure cruise to the Isle of Wight. She had a crew of three, but had been disabled since the previous day by an engine breakdown, and her owner asked for help. The life-boat took the yacht to Rye and then returned to her station, arriving at 2.40 in the afternoon.—Rewards, £29 6s.

#### WRECKAGE OF METEOR FOUND

Cromer, and Great Yarmouth and Gorleston, Norfolk.—At 11.22 on the morning of the 24th of July, 1952, the Cromer coastguard telephoned the Cromer life-boat station that the R.A.F. at Neatishead had reported a Meteor aircraft as having crashed fifteen miles east of Cromer. At 11.28 the No. 1 life-boat *Henry Blogg* was launched. The Gorleston coastguard had informed the Great Yarmouth and Gorleston life-boat station of the crash at 11.20, and at 11.30 the life-boat *Mary Scott*, on temporary duty at the station, was launched. There was a slight swell with a light north-

easterly breeze blowing, and both life-boats searched widely with help from an aircraft. Wreckage and human remains were found twenty-one miles east of Cromer by the *Henry Blogg*, and she guided a R.A.F. rescue launch to them. The R.A.F. then called off the search, and the life-boats returned to their stations, arriving at 7.30 that evening.—Rewards, Cromer, £21; Great Yarmouth and Gorleston, £21 9s. 6d.

#### BOY'S DINGHY FOUND EMPTY

Weymouth, Dorset.—At 5.45 on the morning of the 27th of July, 1952, the Wyke Regis coastguard telephoned that a dinghy was drifting one and a half miles south-south-east of Portland Bill, and at 6.0 the life-boat *William and Clara Ryland* left her moorings. The sea was moderate, with a light north-easterly breeze blowing. The life-boat found an empty dinghy four miles west-south-west of Portland, took it on board, and returned to her station, arriving at 8.45. The dinghy belonged to a Weymouth boy, and his father made a donation to the funds of the Institution.—Rewards, £7 1s. 6d.

#### THANKS ON VELLUM FOR FLAMBOROUGH LIFE-BOATMAN

On the night of the 27th of July, 1952, the Flamborough assistant motor mechanic swam ashore from the life-boat to go to the help of a young man who had fallen from some cliffs. Rewards: the thanks of the Institution inscribed on vellum to the assistant motor mechanic, Robert Leng, together with the sum of £2; £23 8s. 6d. For a full account of this service see page 413.

#### TWO MEN RESCUED OFF ROCKS

Dunmore East, Co. Waterford.—At 7.0 on the evening of the 30th of July, 1952, a man walked into the Dunmore life-boat station. He was a member of the crew of a small motor boat which had sprung a leak and sunk off Creadon Head. After helping his companions to reach some rocks, he had got ashore at Walls Cove and had then been driven to Dunmore. At 7.10 the life-boat *Agnes Cross*, on temporary duty at the station, was

launched, with the honorary secretary, Mr. A. Westcott-Pitt, on board, and took her boarding boat with her. She found the two men a quarter of a mile south-west of Creadon Head, rescued them, took their submerged boat in tow, and reached her station again at 8.50. One of the men rescued made a donation to the funds of the Institution.—Rewards, £3.

#### NORWEGIAN TANKER REFLOATED

**Ramsgate, Kent.** — At 9.43 on the night of the 30th of July, 1952, the coastguard telephoned that a tanker had gone aground near the North Goodwin Buoy, and at 9.49 the life-boat *Prudential* left her moorings. The sea was smooth with a light westerly breeze blowing, and she found the motor ship *Sandefjord*, of Norway, and went alongside. The tanker's pilot said that no help was needed, but the coxswain advised that a kedge anchor should be laid. The advice was accepted, life-boatmen boarded the motor ship, and the life-boat laid out an anchor from her stern. The anchor prevented the tanker from slewing with the tide and, using her engines, she eventually refloated. When it was seen that she was undamaged, she went on her way to London, and the life-boat returned to her station, arriving at 5.20 the next morning.—Property Salvage Case; Rewards, 16s.

The following life-boats went out on service, but could find no ships in distress, were not needed, or could do nothing:

**Margate, Kent.**—July 3rd.—Rewards, £20 3s.

**Selsey, Sussex.**—July 4th.—Rewards, £14 7s. 6d.

**Shoreham Harbour, Sussex.**—July 5th.—Rewards, £7 8s.

**Barra Island, Outer Hebrides.**—July 5th.—Rewards, £11 10s.

**Humber, Yorkshire.**—July 5th.—Paid permanent crew.

**St. Ives, Cornwall.**—July 5th.—Rewards, £23 3s. 6d.

#### NAVAL RATINGS SCRAMBLE ASHORE AS BOAT SINKS

**Exmouth, Devon.**—About two o'clock in the early morning of the 6th of July, 1952, the coastguard tele-

phoned that a motor boat appeared to be aground on the Maer Rocks, but no distress signals were being made and a private motor boat had already put out. The boat in difficulties was a naval launch taking ratings from H.M.S. *Battleaxe* back to their ship. With the rising tide she washed off the rocks, and as she was badly holed the men scrambled for the shore as the boat sank. It was soon discovered that two men were missing, and the life-boat *Catherine Harriet Eaton* was launched at 3.24 in a slight sea with a light east-north-easterly wind blowing. She searched in the darkness, and continued until dawn, but without result. The life-boat returned, arriving at 5.50. The commanding officer of H.M.S. *Battleaxe* sent his thanks.—Rewards, £17 19s. 6d.

**Filey, Yorkshire.**—July 6th.—Rewards, £14 16s.

**Wells, Norfolk.**—July 8th.—Rewards, £22 18s.

**Great Yarmouth and Gorleston, Norfolk.**—July 8th.—Rewards, £8 12s. 6d.

**Skegness, Lincolnshire.**—July 8th.—Rewards, £11 14s.

**Sheringham, Norfolk.**—July 8th.—Rewards, £27.

**Padstow, Cornwall.**—July 10th.—Rewards, £3 7s. 6d.

**Whitby, Yorkshire.**—July 10th.—Rewards, £8 17s. 6d.

**Humber, Yorkshire.**—July 10th.—Paid permanent crew.

**Redcar, Yorkshire.**—July 10th.—Rewards, £12 17s.

**Girvan, Ayrshire.**—July 13th.—Rewards, £6 2s. 6d.

**Southend-on-Sea, Essex.**—July 13th.—Rewards, £7 7s.

**St. Ives, Cornwall.**—July 13th.—Rewards, £12 13s.

**Helvick Head, Co. Waterford.**—July 17th.—Rewards, £6 11s.

**Margate, Kent.**—July 18th.—Rewards, £9 12s. 6d.

**The Mumbles, Glamorganshire.**—July 18th.—Rewards, £7 1s.

**Penlee, Cornwall.**—July 18th.—Rewards, £13 5s.

**Dun Laoghaire, Co. Dublin.**—July 18th.—Rewards, £7 8s.

**Flamborough, Yorkshire.**—July 19th.—Rewards, £10 9s.

Scarborough, Yorkshire.—July 20th.—Rewards, £8 13s.

Holyhead, Anglesey.—July 23rd.—Rewards, £21 15s.

Porthdinllaen, Caernarvonshire.—July 23rd.—Rewards, £17 6s.

Barrow, Lancashire.—July 23rd.—Rewards, £9 9s. 6d.

Runswick, Yorkshire.—July 24th.—Rewards, £19 6s.

Humber, Yorkshire.—July 24th.—Paid permanent crew.

Skegness, Lincolnshire.—July 24th.—Rewards, £15 16s.

Walton and Frinton, Essex.—July 25th.—Rewards, £15 6s.

Margate, Kent.—July 25th.—Rewards, £23 0s. 6d.

Padstow, Cornwall.—July 26th.—Rewards, £6 18s.

St. Ives, Cornwall.—July 27th.—Rewards, £13 10s.

Sheringham, Norfolk.—July 27th.—Rewards, £23 2s.

Torbay, Devon.—July 27th.—Rewards, £3 15s.

Portpatrick, Wigtonshire.—July 27th.—Rewards, £6.

Ramsgate, Kent.—July 29th.—Rewards, £6 12s. 6d.

St. Mary's, Scilly Islands.—July 30th.—Rewards, £3 19s.

Sennen Cove, Cornwall.—July 30th.—Rewards, £15 19s. 6d.

Berwick-on-Tweed, Northumberland.—July 30th.—Rewards, £8 17s. 6d.

Skegness, Lincolnshire.—July 30th.—Rewards, £8 10s.

#### AUGUST

DURING August life-boats were launched 95 times and rescued 82 lives.

#### LIFE-BOAT TAKES OVER TOW

Cromer, Norfolk.—At 10.25 on the morning of the 1st of August, 1952, the coastguard telephoned that the S.S. *Holdernidd* had wirelessed that she was towing the motor yacht *Zippalong*, of Boston, and was making for Cromer. She asked if the life-boat would take over the tow, and at 10.35 the No. 1 life-boat *Henry Blogg* was launched. There was a slight swell with a light south-south-west breeze blowing, and she came up with the

vessels three miles north of Cromer. She towed the *Zippalong*, which had a crew of two, to Wells and reached her station again at 5.30 that evening.—Rewards, £24 4s. 6d.

#### HOLIDAY-MAKERS CUT OFF BY TIDE

Dover, Kent.—At 7.45 on the evening of the 1st of August, 1952, H.M. Customs Coastwatcher reported that two men were cut off by the tide between St. Margarets Bay and Dover, and at 8.30 the life-boat *Southern Africa* left her moorings, taking a dinghy with her. There was a moderate sea, with a fresh south-westerly breeze blowing. The life-boat found the men between Fan Bay and St. Margarets Bay. They were holiday-makers from Birmingham and had wandered over the rocks towards Dover. The dinghy took them on board and transferred them to the life-boat, which returned at 10.0 that night. The men made a donation to the funds of the Institution.—Rewards, £4 15s.

#### DRIFTING YACHT TOWED TO WEYMOUTH

Weymouth, Dorset.—At 9.45 on the night of the 1st of August, 1952, the Wyke Regis coastguard telephoned that the sailing yacht *Idler* was in difficulties a mile off Burton Bradstock, and at 10.0 the life-boat *William and Clara Ryland* left her moorings. The sea was moderate with a moderate south-westerly breeze. As a R.A.F. launch had already put out, the life-boat was recalled to her station, arriving at 11.25. At 8.48 the next morning the coastguard reported that the *Idler* was drifting and flying a distress signal one mile off Langton Herring, and the life-boat left her station again at 9.5. The wind had freshened, causing a rough sea. The life-boat came up with the *Idler* half a mile off Abbotsbury. She was a cutter-rigged boat of four tons and had one man on board. Her propeller was foul and her sails were in disorder. The life-boat towed her to Weymouth Harbour and reached her station again at 2.45 in the afternoon.—Rewards, 1st service, £5 5s.; 2nd service, £11 7s.



### YACHT CAPSIZES DURING REGATTA

**The Mumbles, Glamorganshire.**—At 2.40 on the afternoon of the 2nd of August, 1952, the sailing boat *Janet*, racing with a crew of two about two hundred yards off shore, was seen to capsize, and the life-boat *William Gammon—Manchester and District XXX* was launched two minutes later. The sea was moderate with a moderate north-westerly breeze blowing. The life-boat found the men clinging to the upturned boat, rescued them, and towed their boat ashore. She then went to sea for a pre-arranged wireless exercise and to stand by during a local regatta. She finally arrived back at her station at 5.15 that evening.—Rewards, £8 7s.

### FATHER AND SON RESCUED BY DINGHY

**Clovelly, Devon.**—At 4.18 on the afternoon of the 3rd of August, 1952, the Hartland Point coastguard telephoned that a boy was reported to be cut off by the tide at Shipload Bay, and at 4.30 the life-boat *William Cantrell Ashley* was launched, taking a dinghy with her. The sea was slight, with a moderate north-westerly breeze blowing. The life-boat found the boy on a rock. His father was on another rock thirty feet away, and the second coxswain and bowman took the dinghy close to the boy. The bowman jumped on to the rock, hoisted the boy on his back, and transferred him to the dinghy. The father then swam to the dinghy which took him and his son to the life-boat. The life-boatmen gave them clothes and landed them at her station at 6.30 that evening.—Rewards, £15 13s.

### DINGHY CAPSIZES NEAR WRECK

**Selsey, Sussex.**—At 3.20 on the afternoon of the 3rd of August, 1952, the West Wittering police reported that a fourteen-feet sailing dinghy, which had a crew of two from H.M.S. *Collingwood*, had capsized about four hundred yards off shore near a wreck on the Winner Bank. The life-boat *Canadian Pacific* was launched at 3.40 in a rough sea with a fresh south-westerly breeze blowing. A later

message stated that one of the men had swum to the wreck and that the other had reached the shore. With difficulty, because of shallow water, the life-boat rescued the man from the wreck, took him to Selsey, and reached her station again at 6.45 that evening.—Rewards, £11 17s.

### MECHANIC PUTS OUT IN OWN BOAT

**Selsey, Sussex.**—During the afternoon of the 4th of August, 1952, a motor launch anchored about half a mile west-south-west of Selsey Bill, and the life-boat's assistant motor mechanic put out to her in his own boat. He learnt that she was the *Lady Muriel*, of Littlehampton, and that both her engines had broken down. She had a crew of six, but as they were in no immediate danger, it was arranged that they would signal if they needed help. Watch was kept on her all day, and at 8.30 that evening she hoisted a distress signal. At 8.50 the life-boat *Canadian Pacific* left her moorings, accompanied by the honorary secretary, Mr. E. J. M. Jones, in a moderate sea with a light southerly breeze. The *Lady Muriel* was still broken down, and her anchor cable had parted. A life-boatman boarded her and secured a tow rope, and the life-boat towed her to an anchorage at Hayling Island, reaching her station again at 12.45 the next morning.—Rewards, £14 17s.

### FISHERMEN BEACH BOAT

**Ballycotton, Co. Cork.**—At midnight on the 5th of August, 1952, the wife of a man, who had gone fishing in his motor boat *Rapid* with two others at 7.0 that morning, telephoned that they should have returned at 7.0 in the evening. There was a slight swell, with a fresh easterly breeze blowing and fog. At 12.10 in the early morning of the 6th the life-boat *Mary Stanford* left her moorings. Using her searchlight she found the *Rapid* ashore at Knockadoon Head a quarter of a mile west-north-west of Capel Island. Her engine had broken down and the three men had beached her. The life-boat towed her to Ballycotton, reaching her station again at 6.30.—Rewards, £12 5s.

### YACHT IN DIFFICULTIES NEAR CLACTON PIER

**Clacton-on-Sea, Essex.**—At one o'clock on the afternoon of the 5th of August, 1952, the Clacton-on-Sea coastguard telephoned that a small sailing yacht was in difficulties about one mile west-south-west of the pier. They had had her under observation since ten o'clock that morning, and she appeared to be making no headway against the ebb tide and was taking in water each time she went about. The honorary secretary also received a message from the relatives of the men on board. They were worried because the men were not experienced sailors. The life-boat *Sir Godfrey Baring* was launched at 1.59 in a moderate sea with a light south-westerly breeze blowing. The life-boat took the *Judy*, which was in need of help, in tow to Brightlingsea, arriving back at her station at 6.45 that evening.—Rewards, £16 16s. 3d.

### YACHT SEEN DRIFTING BY FISHERMEN

**Weston-super-Mare, Somerset.**—At 10.5 on the night of the 6th of August, 1952, distress signals were seen. At the same time a telephone message was received by the honorary secretary from a fishing party that they had tried unsuccessfully to tow in the motor yacht *Zircon*, of Bristol, which had broken down with three men on board. As the fishermen could make no headway with her, they had given her an anchor and chain and made for the river Axe on their own. They reported that the *Zircon* appeared to be drifting, and this was confirmed by a telephone message from the police, who had received a similar report. At 10.40 the life-boat *Fifi and Charles* left her moorings to search for her. The sea was smooth with a light south-easterly breeze blowing. The life-boat found the *Zircon* alongside the coasting steamer *Crowpill*, which had sighted her drifting. The three vessels remained together, waiting for high water. At 4.30 the next morning the *Crowpill* proceeded on her way, and the *Fifi and Charles* towed the *Zircon* with the three men on board into the river Axe, where she was made fast. The life-boat was re-

placed on her moorings at 6.45.—Rewards, £16 14s.

### MOTOR BOAT TOWED TO SALCOMBE

**Salcombe, Devon.**—At 10.0 on the night of the 6th August, 1952, the Hope Cove coastguard telephoned that a red flare had been seen one mile south-south-east of Bolt Head. At 10.10 the life-boat *Samuel and Marie Parkhouse* left her moorings, with the honorary secretary, Commander A. C. Roberts, on board. The sea was slight with a light south-easterly breeze blowing. The life-boat found the local motor boat *Brit* anchored with her engine broken down. The owner and a man who had been put aboard by a fishing boat to help him were in her, and they cut the anchor cable. The life-boat then towed the *Brit* to Salcombe and reached her station again at 11.15 that night. The owner made a donation to the funds of the Institution.—Rewards, £5 6s.

### MOTOR SHIP AGROUND IN FOG

**Dungeness, Kent.**—At 3.15 on the morning of the 6th of August, 1952, a steamer was heard to blow her siren half a mile north-east of the life-boat station, and at 3.55 the life-boat *Charles Cooper Henderson* was launched. The sea was slight, with a light breeze blowing and fog. The life-boat found the motor ship *England*, of Leith, with thirty-three persons on board, aground on Newcombe Bar. She stood by until the ship refloated and then returned to her station, arriving at 10.30.—Rewards, £37 12s.

### CABIN CRUISER DISABLED

**Salcombe, Devon.**—Late on the night of the 7th of August, 1952, a report was received that flares had been seen, and at 11.25 the life-boat *Samuel and Marie Parkhouse* was launched, with the honorary secretary, Commander A. C. Roberts, on board. A light south-westerly wind was blowing with a moderate sea. The life-boat found the seven-ton cabin cruiser *La Corbière*, of Salcombe, one mile south-east of Bolt Head, with a party of seven on board, disabled by an engine breakdown. The life-boat brought her to Salcombe, which was

reached at 12.45 in the morning. A donation to the funds of the Institution was received from the owner.—Rewards, £6 16s.

#### RUBBER DINGHY BLOWN OUT TO SEA

**Margate, Kent.**—At 3.22 on the afternoon of the 7th of August, 1952, the Reculvers coastguard telephoned that a rubber dinghy was being blown out to sea one mile east of Reculvers. As no boat was available at Herne Bay, the life-boat *North Foreland, Civil Service No. XI*, was launched at 3.35. A south-westerly breeze was blowing, and the sea was choppy. At 4.20 the life-boat found the dinghy two miles east-north-east of Reculvers with three men and a young girl on board. They were taken into the life-boat and given stimulants. After hoisting the dinghy aboard, the life-boat made for Margate and landed the rescued party at half-past five.—Rewards, £8 1s.

#### YACHT AGROUND OFF KILMORY

**Campbeltown, Argyllshire.**—At 5.47 on the evening of the 8th of August, 1952, the Kildonan coastguard telephoned that a yacht had been reported aground off Kilmory to the west of Bannan Head, Arran, and at 5.57 the life-boat *City of Glasgow* left her moorings. There was a heavy ground swell with a light south-south-east breeze. The life-boat found the auxiliary ketch *Jonquil*, of South Queensferry, broken down, with the owner and another man on board. The owner's wife, another woman and two children had been put ashore, and the life-boat anchored as near to the *Jonquil* as she could get. The owner put off from the ketch in a dinghy and asked the life-boatmen to stand by and take the ketch in tow. They passed a rope across and, early the next morning, the ketch refloated on the rising tide. The life-boat then towed her to Campbeltown, reaching her station again at 4.0. One of the men made a donation to the funds of the Institution.—Rewards, £21 6s. 6d.

#### DISTRESS SIGNALS FROM SAILING BARGE

**Margate, Kent.**—At 6.7 on the evening of the 8th of August, 1952, the

coastguard telephoned that a sailing barge was ashore on the North-East Shingle Sands, and at 6.10 the life-boat *North Foreland, Civil Service No. XI*, was launched. The sea was rough with a strong south-westerly breeze blowing. The life-boat found the sailing barge *Spurgeon*, of Rochester, high and dry with three women and four men on board. The life-boat could not get nearer than four hundred yards from her, but the weather was worsening and the barge made distress signals. The life-boat remained with her until the flowing tide refloated her and then, at the skipper's request, took her in tow. She towed her to Whitstable, moored her in the harbour and then returned to her station, arriving at 8.15 on the morning of the 9th.—Rewards, £30 2s. 6d.

#### COBLE ESCORTED TO FILEY

**Filey, Yorkshire.**—At 9.35 on the morning of the 9th of August, 1952, the life-boat *The Cuttle* was launched in a moderately rough sea with a freshening south-easterly breeze blowing, as the local coble *Isabella* was at sea. The life-boat found the coble about two miles off Filey Brig and escorted her home, arriving at 11.40.—Rewards, £11 6s.

#### YACHT UNABLE TO MAKE HARBOUR

**Pwllheli, Caernarvonshire.**—At 10.30 on the morning of the 9th of August, 1952, the life-boat mechanic reported that a small sailing yacht appeared to be anchored a quarter of a mile to the east of the harbour entrance and was making signals for help. The weather was squally, with heavy rain and a strong breeze blowing from the west. At 10.40 the life-boat *Manchester and Salford XXIX* left her moorings. She found the twenty-five foot sailing yacht *Tryst* with three people on board. The yacht was on her way from Pwllheli to Abersoch but had encountered difficulties owing to a sudden change of wind, and was now unable to beat up the harbour to a safe anchorage. The life-boat took the *Tryst* in tow and brought her to safety. She then returned to her station, arriving at 11.15.—Rewards, £4 10s.

### FISHING BOAT ESCORTED TO BRIDLINGTON

**Bridlington, Yorkshire.**—On the morning of the 9th of August, 1952, several small motor fishing vessels were at sea, and as the weather was quickly deteriorating the life-boat crew assembled. A strong southeasterly breeze was blowing, with a moderate sea, when the life-boat *Tillie Morrison, Sheffield*, was launched at 1.50 in the afternoon. It was then about low water. The life-boat proceeded south and met the motor fishing vessel *Excelsior* which had a crew of five aboard, and escorted her to Bridlington. They could not enter the harbour for some time, but got safely in at 4.30.—Rewards, £12 14s.

### BELGIAN YACHT TOWED IN GALE

**Southend-on-Sea, Essex.**—At 3.10 on the afternoon of the 9th of August, 1952, the coastguards reported that a motor yacht was drifting out of control about five miles off Warden Point, one mile south of Red Sands Fort, and flying a flag from her foremast. The life-boat *Greater London, Civil Service No. 3*, was launched at 3.35 in a very heavy sea, with a southerly wind of gale force blowing, and proceeded to Red Sands Forts. Here she found nothing, but two miles north-east of Shivering Forts and a mile east of South Knob Buoy she found the motor yacht *Santa Lucia*, of Brussels. The yacht had been disabled by an engine breakdown, but her crew of two would not abandon her. A tow rope was put aboard and she was brought to Southend, arriving at 9.50 that night.—Rewards, £15 18s.

### LIFE-BOATMAN PUT ABOARD YACHT

**Margate, Kent.**—About three o'clock on the afternoon of the 9th of August, 1952, the Margate coastguard telephoned that a large yacht appeared to be in trouble approximately nine miles north by west of Margate. At 3.10 the life-boat *North Foreland, Civil Service No. XI*, was launched in a rough sea with a moderate south-westerly breeze blowing. She reached the casualty, the twenty-five ton auxiliary yacht *Active*, of Cardiff,

bound from Chatham to Tangier with four persons aboard, at 4.20, and found her at anchor with heavy seas breaking over her. The master reported that he could make no headway with his small auxiliary engine and asked for help to reach shelter. A life-boatman was put on board the *Active* to help raise the anchor, and at five o'clock she was taken in tow for Ramsgate. At seven o'clock when they were off the Tongue Tower the tow rope parted. Another rope was got safely aboard and the life-boat continued the tow, but when the North Foreland was reached it was found that the weather was too bad to proceed to Ramsgate. They therefore made for Margate, where the *Active* was safely anchored off Margate Harbour. The life-boat then returned to her station, arriving at 9.30 that evening.—Rewards, £15 18s. 6d.

### YACHT DRIFTING RAPIDLY IN WHOLE GALE

**Newcastle, Co. Down.**—At 4.20 on the afternoon of the 9th of August, 1952, a R.A.F. officer at Glasdrumman telephoned that a yacht appeared to be in difficulties about three miles off Glasdrumman. She was drifting seawards broadside to the sea, and at 4.30 the life-boat *William and Laura* was launched in a very rough sea with a whole north-westerly gale blowing. She came up with the racing yacht *Nona*, of Southampton, with a crew of four, eight miles south-east of Glasdrumman Point. The yacht was drifting rapidly with seas breaking right over her. The life-boatmen passed a rope across, and the life-boat began to tow her in worsening weather. A dinghy, which the yacht was towing, broke adrift, and the life-boat took it in tow as well. Progress was very slow in the bad weather, but the life-boat increased speed as soon as she had the shelter of the land, and reached a position off Newcastle Harbour at 9.15 that night. The *Nona* anchored and took over her dinghy, and the life-boat took on board two of her crew. The life-boat made for the harbour, but the yacht, which had lost her anchor and cable, started to drive quickly seawards again, and the life-boat chased her. She came up

with her a mile away and again took her in tow. The dinghy broke away, and for the second time the life-boat picked it up. She towed the yacht and dinghy, anchored off the harbour and, when the tide had flowed sufficiently, took them in at 1.0 the next morning. The owner made a donation to the funds of the Institution.—Rewards, £29 15s. 6d.

#### MOTOR BOAT BREAKS FROM MOORINGS

Clacton-on-Sea, Essex.—At 5.10 on the evening of the 9th of August, 1952, the life-boat coxswain reported that the local motor boat *Jill* had broken from her moorings in Holland Gap with no one on board, and was in danger of being smashed up in a rough sea and moderate south-westerly gale. Conditions were unsuitable for a shore-boat to reach her, and at 5.22 the life-boat *Sir Godfrey Baring* was launched. She towed the *Jill* to Brightlingsea and, as the weather was too bad for the life-boat to be re-housed, she remained there for the night and returned to her station the next morning, arriving at 11.30.—Property Salvage Case.

#### SEVENTEEN-HOUR SERVICE ON FIRST LAUNCHING

Cloughy, Co. Down.—At 12.30 in the early hours of the 10th of August, 1952, the coxswain reported that a vessel had gone aground on the north end of North Rock, about three miles off Cloughy, and at one o'clock the life-boat *Constance Calverley* was launched on service for the first time. A strong westerly wind was blowing, with a moderate sea. The life-boat found the S.S. *Lassell*, of Liverpool, with thirty-six persons on board. The master asked the life-boat to stand by and said he would try to re-float his ship at high water, but owing to strong currents and the wind she remained hard aground. She had been badly holed, and at the request of the master the life-boat landed twenty-nine members of the crew. She took them to Portavogie, and then stood by the *Lassell* again. The master later asked the life-boat to land a pilot who had been prevented from being put

ashore at Liverpool by bad weather and to fetch the men she had previously landed. As the weather had moderated, the life-boat took the pilot ashore, re-embarked the twenty-nine men, and took them back to the steamer. Two tugs had arrived and, at the request of the master, the life-boat again stood by while they tried to refloat her, but the *Lassell* remained aground. The master then stated that he did not need the life-boat any longer, and she returned to her station, arriving at five o'clock that evening. The life-boat had been on service over seventeen hours.—Rewards, £41 8s.

#### YACHT'S CREW TAKEN OFF

Ramsgate, Kent.—At 9.55 on the night of the 11th of August, 1952, the coastguard telephoned that a motor yacht had broken down and was drifting towards the Quern Sands. She had refused a tow from a local motor boat, but a watch was kept on her. She ran aground about 10.45 and signalled S O S. At 10.54 the life-boat *Prudential* left her moorings in a moderate sea and light south-westerly breeze and found the motor yacht *Iasgair*, with a crew of three, but could not get close to her because of shallow water. The life-boat returned to Ramsgate for a small boat, and by this means took off the yacht's crew of three. The life-boat then pulled her clear on the rising tide and reached her station again at 12.50 the next morning.—Rewards, £6 13s.

#### ROWING BOAT SWEEPED OUT TO SEA

Moelfre, Anglesey.—On the afternoon of the 12th of August, 1952, the rowing boat *Norman*, of Moelfre, with a party of five visitors aboard, got out of control, was swept round Moelfre Island and carried out to sea. At 3.40 the life-boat *G. W.* was launched in a rough sea with a south-westerly wind of gale force blowing, and came up with the boat about one mile north of Moelfre Island. The five people, who had had a narrow escape from being swamped, were rescued by the life-boat and taken back to Moelfre, together with their boat, arriving at 4.15.—Rewards, £7 5s.

#### MOTOR CRUISER TOWED TO SCARBOROUGH

**Filey, Yorkshire.**—At 10.57 on the morning of the 17th of August, 1952, the coastguard telephoned that the motor cruiser *Arielle*, of Leith, had broken down five miles east-north-east of Filey Brigg, and at 11.10 the life-boat *The Cuttle* was launched. There was a slight sea with a light northerly breeze blowing. The life-boat found the cruiser, with a crew of four, bound for Lowestoft from Newcastle, towed her to Scarborough, and then returned to her station, arriving at 5.5 that evening.—Rewards, £16 15s.

#### CABIN-CRUISER FOUND NEAR SUBMERGED ROCKS

**Weymouth, Dorset.**—At 3.15 in the early morning of the 18th of August, 1952, the Wyke Regis coastguard telephoned that a boat was burning red flares off Sandsfoot Castle, Portland, and that the naval authorities were sending a tug. At 3.30 the life-boat *William and Clara Ryland* left her moorings in a very rough sea, with a south-easterly gale blowing, and found the cabin-cruiser *Diana II* with a crew of four. Her engines had broken down and she was on a lee shore near a reef of submerged rocks. The life-boatmen fired a line to her and made a tow rope fast. The life-boat then towed her to Castletown pier, reaching her station again at 6.45.—Property Salvage Case.

#### EIGHT MEN RESCUED FROM SINKING SHIP

**Southend-on-Sea, Essex.**—At 7.20 on the evening of the 19th of August, 1952, the coastguard reported that a ship was sinking on the Red Sands, and that the crew had taken to their boats. Twenty minutes later the life-boat *Greater London, Civil Service No. 3*, was launched in a rough sea with a fresh northerly breeze blowing. At 8.5 she picked up a wireless message that the boats were drifting one and a half miles north-east of Warden Point, and later red rockets were seen. The life-boat altered course and at 9.35 found two eighteen-foot boats half full of water about two miles west of Whitstable. There were five men in one boat and three in the other. They

were the crew of the hopper *No. 19* of London, and were baling with buckets to keep the boats afloat, as they were in constant danger of being swamped. As the men declined to leave the boats in the heavy seas, they were towed to Whitstable, where they boarded the life-boat. Two of the men and the boats were left at Whitstable, and the other six stayed in the life-boat, which reached Southend at 1.15 the next morning. On her way back the life-boat passed the hopper with only her bow out of water. She sank later.—Rewards, £15 7s.

#### SAILING YACHT AGROUND ON FLINTSHIRE COAST

**Rhyl, Flintshire.**—At 1.0 on the afternoon of the 19th of August, 1952, a message was received that the sailing yacht *Clytie* had gone ashore five hundred yards to the west of the river Clwyd. The owner was advised to put ashore three children who were on board, and he said he would stay in the yacht and try to refloat her later. He asked if the life-boat would stand by, and at 8.0 in the evening, when the tide was approaching the yacht, the life-boatmen assembled. The *Clytie* was in a dangerous position and the weather was worsening. She was heavily pounded, and at 8.45 the owner and a man helping him appeared to make a distress signal. At 9.5 the life-boat *Anthony Robert Marshall* was launched in a rough sea and moderate north-north-east breeze, but the two men jumped overboard from the yacht and swam ashore. The life-boat took the *Clytie* in tow, secured her in Voryd Harbour at 11.30 that night, and remained there. The life-boat returned to her station the next day, reaching Rhyl again at 2.30 in the afternoon.—Rewards, £18 10s.

#### DUTCH VESSEL AND TUG BOTH RUN ASHORE

**Walton and Frinton, Essex, and Clacton-on-Sea, Essex.**—At 1.12 on the afternoon of the 20th of August, 1952, the Walton-on-the-Naze coastguard reported that a message had been received from the North Foreland radio station that the motor vessel *Michel Swenden*, of Rotterdam, was in distress and drifting between the Galloper and

Sunk lightvessels and had asked for a tug. The Clacton-on-Sea life-boat was launched, but the Walton and Frinton life-boat *E.M.E.D.* was returning from Rowhedge after a routine survey. A wireless message was sent to hasten her, but she had also picked up the distress message and arrived at Walton at 3.20. She left on service at 3.40, in a rough sea and strong northerly breeze, and a steamer wirelessed that the *Michel Swenden* was four miles south-south-east of the Sunk Head Tower. An aircraft signalled the position to the life-boat, which found the vessel at 5.20 in the evening three and a half miles south of the Sunk Towers. The *Michel Swenden* was aground on Longsand Sands and had lost her rudder, and her cargo of timber had shifted. She was making very heavy weather, and the master asked the life-boat to stand by until a tug arrived. At 5.20 the next morning the tug *Adrian Letzer*, of Flushing, making for the position, also ran ashore on Longsand Sands about three miles south of the Towers and a mile from the *Michel Swenden*. She blew her siren for the life-boat, which then went to her, but as she was expected to refloat on the rising tide, the life-boat returned to the *Michel Swenden*. However, about 6.50 the tug asked for the life-boat again, and the life-boat found her rolling heavily and her crew of fifteen trying to abandon her in two boats. One of the boats broke away, with six men on board, and with great difficulty the life-boat towed her back to the tug. Six men were in the other boat, and the life-boat took them all aboard. She put them aboard the tug again at eight and at 10.5 the tug refloats. Early in the afternoon the life-boat helped the tug put a rope aboard the *Michel Swenden*, and she started to tow. The rope parted, but a new tow-line was made fast, and the tug and the *Michel Swenden* made for Harwich. At seven that evening the *Adrian Letzer* asked for another tug, but none was available, and the vessels anchored off the Cork Spit buoy. The life-boat returned to her station at 10.30 that night for fuel and food, and at five the next morning, the 22nd, put out again. At 10.30 the

tug started towing again, accompanied by the life-boat, and another tug arrived at 12.15 that afternoon. The *Michel Swenden* was taken into Harwich Harbour and anchored there, and the life-boat returned to her station, arriving at 2.30. The Clacton-on-Sea life-boat was not needed.—Property Salvage Case. Rewards (Clacton-on-Sea), £21 16s. 9d.

#### RAMSGATE COXSWAIN AWARDED BRONZE MEDAL

On the 20th of August, 1952, the Ramsgate life-boat went to the help of a United States ship which had been in a collision with a Norwegian tanker. The American ship broke in two, but the life-boat managed to save her crew. Awards: the bronze medal for gallantry to Coxswain Kirkaldie and a special award of £1 to each member of the crew, in addition to the scale rewards, £36 14s. 6d. For a full account of this service see page 411.

#### SICK MAN TAKEN OFF TRAWLER

Filey, Yorkshire.—About 2.30 on the afternoon of the 21st of August, 1952, the coastguard asked for the life-boat to meet the Grimsby trawler *Hassett* off Flamborough Head in order to bring a sick man ashore. At 2.50 the life-boat *The Cuttle* was launched in a slight sea with a light variable wind blowing. She met the trawler, took the sick man aboard, landed him at Scarborough, and then returned to Filey, which was reached at 7.10 in the evening.—Rewards, £16 11s.

#### ENGINEER TAKEN TO YACHT

Tenby, Pembrokeshire.—At twelve noon on the 23rd of August, 1952, the coastguard reported that the auxiliary sailing ketch *West Winds*, which had left Tenby bound for Gloucester, had not moved her position for several hours, and that her engineer was not on board. The life-boat *John R. Webb* was launched at 12.15 in a slight sea with a light southerly wind blowing. She took with her the engineer of the *West Winds*, which was found four miles west of Hellwick Lightship. After putting the engineer aboard, the life-boat stood by while he got the engine working, with the aid of plugs

provided by the life-boat, and then escorted the *West Winds* towards the Hellwick Lightship before returning to Tenby, which was reached at 4.55. The yacht was later towed into Swansea by the pilot boat.—Rewards, £15 1s.

#### YACHT TOWED TO ANCHORAGE OFF HOLY ISLAND

Holy Island, Northumberland.—At 2.5 on the afternoon of the 27th of August, 1952, the coastguard telephoned that the nine-ton auxiliary yacht *Mermaid*, of Poole, was drifting towards the Ridge, west of Holy Island Harbour, and at 2.16 the life-boat *Gertrude* was launched. There was a westerly gale blowing, with a moderate sea. The life-boat found the *Mermaid*, with a crew of three, aground on the west side of Ridge End. She took her in tow, pulled her into deeper water, and then helped her to an anchorage in the harbour, reaching her station again at six that evening. The owner thanked the life-boatmen and made a donation to the funds of the Institution.—Property Salvage Case.

#### STEAM DRIFTER AGROUND ON ROCKS

Berwick-on-Tweed, Northumberland.—When attempting to enter Berwick Harbour during the afternoon of the 28th of August, 1952, the steam drifter *Ugie Vale*, of Peterhead, with a crew of nine, went aground on some rocks just north of Berwick Lighthouse. As she was bumping and there was danger of the ship being holed, the life-boat *J and W* was launched at 5.8 in a slight sea and with a light westerly wind blowing. After about half an hour the *Ugie Vale* refoated on the rising tide unassisted by the life-boat, which then escorted her into harbour, arriving at 6.0.—Rewards, £6 7s. 6d.

#### MOTOR YACHT TOWED TO PETERHEAD

Peterhead, Aberdeenshire.—At 7.50 on the morning of the 31st of August, 1952, the coastguard telephoned that a motor yacht appeared to need help one and a half miles north-east-by-east of Peterhead, and five minutes later stated that she was flying a red

flag. At 8.5 the life-boat *Julia Park Barry of Glasgow* was launched in a moderate sea with a strong southerly breeze blowing, and found the motor yacht *Taygrove*, of Dundee, with a crew of five. Her engine had broken down, and the life-boat towed her to Peterhead, reaching her station again at 9.16.—Rewards, £7 17s.

#### DINGHY CAPSIZED OFF ISLE OF WIGHT

Yarmouth, Isle of Wight.—On the morning of the 31st of August, 1952, it was reported that a small yacht had capsized between Black Rock Buoy and Hurst Point, and at 11.35 the life-boat *S.G.E.* left her moorings. The sea was rough, with a strong westerly wind blowing, and she found the fourteen-foot International Class sailing dinghy *Yimkin* north-west of Black Rock Buoy. Her crew of two had been picked up by a motor boat. The life-boat towed the dinghy to Yarmouth and reached her station again at 12.50 that afternoon.—Property Salvage Case.

#### YACHT IN DIFFICULTIES OFF BRIGHTON PIER

Shoreham Harbour, Sussex.—At 2.58 on the afternoon of the 31st of August, 1952, a message was received from the Palace Pier, Brighton, that a yacht appeared to be in difficulties off Brighton, and at 3.12 the life-boat *Rosa Woodd* and *Phyllis Lunn* was launched. The sea was rough, with a moderate south-westerly gale blowing. The life-boat found the auxiliary cutter yacht *Little Genna*, of Shoreham, three-quarters of a mile west of West Pier, Brighton, aground and broadside to the beach. The owner had scrambled ashore, and two men had then boarded her. The life-boat fired a line to them, pulled the yacht clear, and towed her to Shoreham Harbour, arriving at 5.55 that evening.—Property Salvage Case.

#### DINGHY SWAMPED BY WASH FROM LINER

New Brighton, Cheshire.—At 5.32 on the afternoon of the 31st of August, 1952, a message was received from a resident of Egremont that a sailing dinghy had been swamped by the



wash from a liner, and that one man was in the water near the middle of the river. The life-boat *Norman B. Corlett* left her moorings at 5.45 in a moderate sea with a westerly breeze blowing, and proceeded up river. In the meantime the man had been picked up by another man in a motor launch, who transferred him to the life-boat, which arrived back at her station at 6.30. The casualty, which was a 11 ft. 6 in. dinghy, was picked up by a tug.—Rewards, £6.

The following life-boats went out on service, but could find no ships in distress, were not needed, or could do nothing:

Flamborough, Yorkshire.—August 1st.—Rewards, £15 13s. 6d.

Thurso, Caithness-shire.—August 2nd.—Rewards, £26 4s.

Wick, Caithness-shire.—August 2nd.—Rewards, £15 12s.

Wells, Norfolk.—August 2nd.—Rewards, £21 18s.

Longhope, Orkneys.—August 3rd.—Rewards, £15 13s. 6d.

New Brighton, Cheshire.—August 3rd.—Rewards, £6 17s.

Dover, Kent.—August 5th.—Rewards, £8 6s.

Torbay, Devon.—August 6th.—Rewards, £7 10s.

Barry Dock, Glamorganshire.—August 6th.—Rewards, £11 11s.

St. Helier, Jersey.—August 7th.—Rewards, £5 13s.

Weymouth, Dorset.—August 8th.—Rewards, £3 15s.

Arranmore, Co. Donegal.—August 9th.—Rewards, £10 4s.

Bembridge, Isle of Wight.—August 9th.—Rewards, £9 0s. 6d.

Ramsgate, Kent.—August 9th.—Rewards, £9 18s.

Yarmouth, Isle of Wight.—August 9th.—Rewards, £6 13s.

#### CALL TO GUERNSEY LIFE-BOAT ON FLAG DAY

St. Peter Port, Guernsey.—At 5.50 on the evening of the 9th of August, 1952, the St. John Ambulance Brigade rang up to say that their motor boat *Flying Christine* was going to the help of two people marooned on a rock in Moulin Huet Bay and asked for the support of the life-boat. The call was received

by the life-boat *Queen Victoria* while she was taking part in the local life-boat flag day. In a rough sea, with a strong breeze blowing from the south-south-west, she put out at 5.58, in the charge of the bowman, with the honorary secretary, Captain F. Nicolle, on board. On reaching St. Martins Point, she met the *Flying Christine* returning with the two persons safely on board. The life-boat then returned to her station, which she reached at 6.45.—Rewards, £5 5s.

Portrush, Co. Antrim.—August 10th.—Rewards, £18 18s. 6d.

Tenby, Pembrokeshire.—August 10th.—Rewards, £9 13s.

Shoreham Harbour, Sussex.—August 10th.—Rewards, £7 12s. 6d.

Girvan, Ayrshire.—August 10th.—Rewards, £4 18s.

Teesmouth, Yorkshire.—August 11th.—Rewards, £14 1s.

Wick, Caithness-shire.—August 13th.—Rewards, £10 6s. 6d.

Longhope, Orkneys.—August 13th.—Rewards, £7 16s.

Hartlepool, Durham.—August 14th.—Rewards, £7 2s. 6d.

Howth, Co. Dublin.—August 16th.—Rewards, £19 18s.

Clogher Head, Co. Louth.—August 16th.—Rewards, £13 19s. 6d.

Ramsgate, Kent.—August 17th.—Rewards, £9 18s.

#### FOUR PEOPLE DROWNED OFF TENBY COAST

Tenby, Pembrokeshire.—About ten o'clock on the night of the 17th of August, 1952, the motor cruiser *Enchantress* struck the rocks near Stackpoole Head and became a wreck. She had a party of six aboard, and two young men managed to reach the shore to summon help. The coastguard reported this to the life-boat station at 6.15. The life-boat *John R. Webb* was launched at 6.35 on the morning of the 18th of August in a very rough sea with a south-easterly gale and rain. She carried out a search over a wide area, but found no wreckage or survivors. The four other people had lost their lives. Coastguards on shore could be seen hauling someone up the cliffs, and they gave the life-boat a signal to return to her station. It was

now so long since the *Enchantress* had struck that the life-boat decided to leave, and made for Caldy Roads. Here she tried to take a monk off Caldy Island, but it was too rough. When the weather improved the life-boat made for Tenby Harbour, arriving at five in the afternoon.—Rewards, £32 18s.

Anstruther, Fifeshire.—August 18th.—Rewards, £35 9s.

Eyemouth, Berwickshire.—August 18th.—Rewards, £14 14s.

Aberdeen.—August 18th.—Rewards, £21 5s. 6d.

Montrose, Angus.—August 18th.—Rewards, £27 4s.

Clacton-on-Sea, Essex.—August 18th.—Rewards, £18 12s. 3d.

Poole, Dorset.—August 18th.—Rewards, £7 18s. 6d.

Barrow, Lancashire.—August 18th.—Rewards, £8 9s.

St. Mary's, Scilly Islands.—August 18th.—Rewards, £11 7s.

#### BRIDLINGTON LIFE-BOATMAN KILLED

On the 19th of August, 1952, the bowman of the Bridlington life-boat lost his life when the life-boat went to the help of two girls who had got into difficulties while bathing. Awards: the thanks of the Institution inscribed on vellum to Assistant Motor Mechanic Derek Nightingale, of Bridlington; £10 to each member of the crew of seven, including Bowman Redhead, and letters of thanks to Lieut. E. Taylor, A.M.I.N.A., Assistant Honorary Secretary, Bridlington, and Mr. Martin, District Officer of Coastguard; letter of appreciation and £10 to Coxswain Richard B. Cowling, of Flamborough. Rewards and additional expenditure, £316 13s. 4d. A full account of this service will be given in a later number of *The Life-boat*.

Cromarty.—August 19th.—Rewards, £9 6s.

Fowey, Cornwall.—August 20th.—Rewards, £6 13s.

Holyhead, Anglesey.—August 24th.—Rewards, £10 16s.

Minehead, Somerset.—August 24th.—Rewards, £16 11s.

Caister, Norfolk.—August 26th.—Rewards, £12 10s. 6d.

Whitby, Yorkshire.—August 26th.—Rewards, £14 5s.

Clogher Head, Co. Louth.—August 12th.—Rewards, £16 13s.

Southend-on-Sea, Essex.—August 26th.—Rewards, £11 19s.

Stornoway, Outer Hebrides.—August 27th.—Rewards, £12 8s.

Fraserburgh, Aberdeenshire.—August 27th.—Rewards, £7 2s. 6d.

Shoreham Harbour, Sussex.—August 28th.—Rewards, £7 8s.

Walton and Frinton, Essex.—August 29th.—Rewards, £6 15s.

Clacton-on-Sea, Essex.—August 29th.—Rewards, £13 2s. 6d.

Yarmouth, Isle of Wight.—August 31st.—Rewards, £5 5s.

Ramsgate, Kent.—August 31st.—Rewards, £6 12s. 6d.

#### SEPTEMBER

DURING September life-boats were launched 60 times and rescued 32 lives.

#### YACHT'S ANCHOR RECOVERED BY LIFE-BOATMEN

Walton and Frinton, Essex.—At 11.15 on the morning of the 3rd of September, 1952, during bad weather, the coast-guard telephoned that a yacht with a man and woman on board, had anchored a quarter of a mile north-east of the pier in a dangerous position. Watch was kept on the yacht, and at four in the afternoon she was seen to be making heavy weather and apparently in difficulties. Later she signalled for help, and at 5.5 the life-boat *E.M.E.D.* left her moorings in a rough sea with a fresh west-south-west breeze blowing. She found the yacht *Firefly*, of Gillingham, with her halliards carried away. Her crew were unable to raise her anchor, but the life-boatmen recovered it for them and towed the yacht to Harwich. The life-boat then returned to her station, arriving at 9.28 that night. The owner made a donation to the funds of the Institution.—Rewards, £16 13s.

#### FISHING BOAT TOWED TO WHITBY

Whitby, Yorkshire.—At 10.15 on the night of the 3rd of September, 1952, the coxswain received a wireless message from the local fishing boat *Pro-vider A* that her engine had broken



**THE MARGATE LIFE-BOAT AND THE BARGE VERA**

From a painting executed by W. G. Hopper, a former member of the crew

(See page 409)



**ABERYSTWYTH TRACTOR TRIALS:  
ANTICIPATION**



**CURIOSITY**



*By courtesy of]*

**CONSULTATION**  
(See page 416)

*[Pickford & Son, Aberystwyth*



**DECISION**



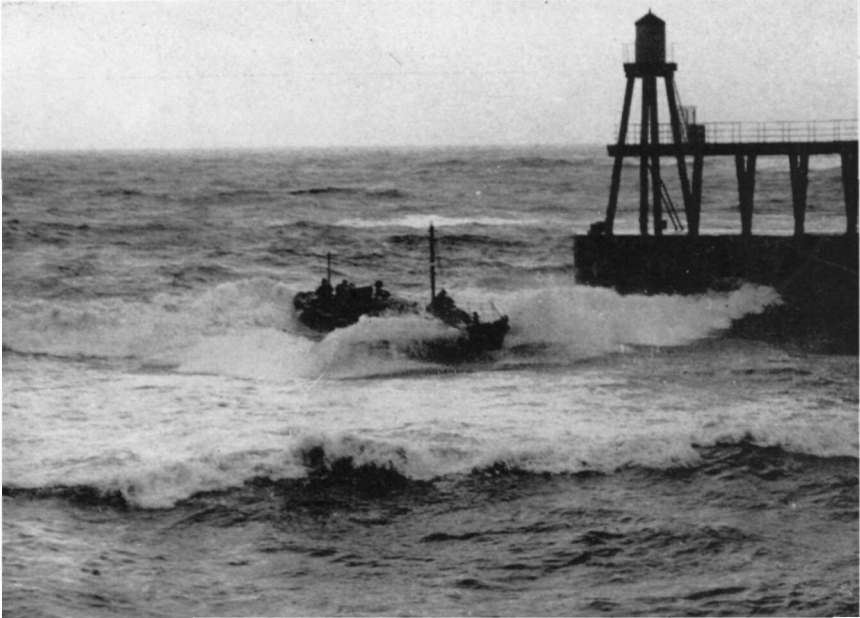
**HOMECOMING**



*By courtesy of]*

**SOLITUDE**

*[Pickford & Son, Aberystwyth*



*By courtesy of]*

*[Doran Bros., Whitby*

**THE WHITBY NO. 1 LIFE-BOAT CARRIED OUT MORE SERVICES THAN ANY OTHER IN 1952**



*By courtesy of]*

*[Doran Bros., Whitby*

**WHITBY NO. 2 LIFE-BOAT, THE LAST OF THE PULLING BOATS IN THE SERVICE**



*By courtesy of]*

*[Planet News Ltd.*

**THE U.S. STEAMER WESTERN FARMER BROKE IN TWO AFTER A COLLISION**

(See page 411)



*By courtesy of]*

*[Planet News Ltd.*

**THE LAST OF THE WESTERN FARMER**



*By courtesy of]*

*[The Studio, Banff*

**NAMING CEREMONY OF THE NEW WHITEHILLS LIFE-BOAT ST. ANDREW  
CIVIL SERVICE No. 10.**

(See page 459)



*By courtesy of]*

*[Pickford & Son, Aberystwyth*

**HOLIDAY-MAKERS WATCH THE NAMING OF THE NEW ABERYSTWYTH LIFE-  
BOAT AGUILA WREN**

(See page 457)





*By courtesy of]*

*[Graphic Photo Union*

**NAMING THE NEW HOYLAKE LIFE-BOAT OLDHAM IV**

(See page 458)



*By courtesy of]*

*[British Photo Press, Barrow*

**THE NEW BARROW-IN-FURNESS LIFE-BOAT HERBERT LEIGH**

(See page 457)



**A LONG WADE THROUGH A WINTER SEA**

An unusual rescue by a Margate life-boatman

(See page 415)

down and that she would need help to enter the harbour. At 11.51 the No. 1 life-boat *Mary Ann Hepworth* was launched in a heavy ground swell, with a strong north-north-west wind blowing, and found the fishing boat drifting off Whitby. The life-boat towed her to the harbour and reached her station again at 1.55 the next morning.—Rewards, £8 17s. 6d.

#### PULLING LIFE-BOAT USED BECAUSE OF LOW TIDE

Whitby, Yorkshire.—At eight o'clock on the morning of the 4th of September, 1952, the coxswain of the motor life-boat reported that the fishing coble *Whitby Lass* was at sea and that conditions on the harbour bar were very dangerous in the heavy ground swell. As the motor life-boat would be unable to clear the bar because of an exceptionally low tide, the harbour pulling life-boat *Robert and Ellen Robson* left her moorings at 8.30. A fresh north-westerly breeze was blowing, and she came up with the motor fishing boat *Gem*. She escorted her into the harbour and then put to sea again and escorted in the *Whitby Lass*. A Scottish fishing boat was then seen, but as the tide was too low for her to clear the bar, the life-boatmen fired a red Verrey light to warn her off and then returned to their station, arriving at 10.0.—Rewards, £11 13s.

#### BODY OF AMERICAN JET PILOT RECOVERED

Margate, Kent.—At 4.12 on the afternoon of the 4th of September, 1952, the coastguard telephoned that an explosion had been seen north-west of the coastguard station, and later stated that a United States jet aircraft had been seen to crash between five and seven miles north-west of Westbrook Pavilion. At 4.30 the life-boat *North Foreland, Civil Service No. XI*, was launched in a moderate sea, with a moderate north-westerly breeze blowing, and two American air-sea rescue aircraft dropped flares to guide her to the position. The life-boat found wreckage strewn for about two miles over Margate Sands, and two life-boatmen waded to the Sands to search for the pilot. They found his body, helped to put it aboard a helicopter,

which had also put out, and then returned to the life-boat, which reached her station again at 9.30 that night.—Rewards, £14 2s. 6d.

#### CABIN-CRUISER SAVED FROM BEING SMASHED ON ROCKS

Berwick-on-Tweed, Northumberland.—At five o'clock on the afternoon of the 4th of September, 1952, the coastguard saw a cabin-cruiser drifting towards the rocks about two miles south of Berwick. At 5.10 the life-boat *J and W* was launched in a heavy swell with a light northerly breeze blowing, and found the cruiser, with a crew of four, disabled by an engine breakdown and without an anchor. She was in danger of being smashed on the rocks, and her crew tried to keep off shore by using floor-boards as paddles. A life-boatman was put aboard the cruiser, which was towed into Berwick at 6.15. The life-boat then went to the Tweed Dock and was rehoused next day. A gift towards the funds of the Institution was received from the owner.—Rewards, £9 8s.

#### TWO COBLES ESCORTED TO SCARBOROUGH

Scarborough, Yorkshire.—During the morning of the 5th of September, 1952, the weather worsened, and anxiety was felt for the safety of the local cobbles *Nellie* and *Rachel*, which had been at sea since daybreak. At 8.30 the life-boat *E.C.J.R.* was launched to search for them in a rough sea and a light north-westerly breeze, and came up with the *Nellie* to the northward. She escorted her through broken water to the harbour and then put out again on a southerly course and found the *Rachel*. She escorted her in as well and then returned to her station, arriving at 10.15.—Rewards, £9 6s.

#### YACHT'S MAIN HALLIARD JAMMED

Weymouth, Dorset.—At 4.3 on the afternoon of the 5th of September, 1952, news was sent by the Portland coastguard through the Wyke Regis coastguard that a yacht was burning red flares about five miles south-south-west of Portland Bill. A fresh north-easterly wind was blowing with a choppy sea when, at 4.15, the life-boat

*William and Clara Ryland* left her moorings. She found the seventeen-foot yacht *Joanna* with a party of three aboard, and with her main halliard jammed. The life-boat towed her to Weymouth and reached her station again at 7.30 that evening. The owner thanked the life-boatmen.—Rewards, £7 7s.

#### TWO MEN DROWNED AFTER DINGHY CAPSIZES

Hoylake, Cheshire; and Rhyl, Flintshire.—At 9.30 on the night of the 5th of September, 1952, the Formby coastguard telephoned to the Hoylake life-boat station a report from the Heswall police that two men had left Heswall in a ten-foot sailing dinghy early in the afternoon, but had not returned. At 10.45 the life-boat *Oldham IV* was launched in a ground swell with a light northerly breeze blowing. She searched extensively in the areas Hilbre Swash, Point of Air, Heswall, River Dee and Flint, but found nothing and reached Hoylake again at 5.45 the next morning. At 9.55 the coastguard reported that the dinghy had not returned and asked if the life-boat would search the estuary of the River Dee. The *Oldham IV* was therefore launched again at 11.20. The Rhyl coastguard had telephoned the Rhyl life-boat station at 10.37, and at 11.10 the life-boat *Anthony Robert Marshall* was launched. She began to search between the Point of Air and West Rhyl Buoy, but at 11.37 the *Oldham IV* found the dinghy, upturned, in Hilbre Swash and took it on board. She searched for the two men and came up with the Rhyl life-boat one and a half miles from Hilbre Island. Both coxswains decided that a further search for the men would be of no use, and the life-boats returned to their stations. A look-out was kept for the men, but no trace of them was seen. The Hoylake life-boat reached her station again at 1.50 that afternoon, the 6th, and the Rhyl life-boat reached Rhyl at 4.0. The two men who had sailed in the dinghy lost their lives. The parents of one of the men asked that donations be made to the Institution's funds in place of floral tributes to their son, and the Institution received over £19.—Rewards, Hoylake, 1st

service, £19 6s; 2nd service, £14; Rhyl, £12 7s.

#### BOY FALLS OVER CLIFF

Wicklow.—At 5.5. on the evening of the 7th of September, 1952, the Wicklow Head lightkeeper telephoned that a boy had fallen over a cliff a quarter of a mile north of Wicklow Head. At 5.20 the life-boat *Lady Kylesant*, with the ex-second coxswain in charge, left her moorings, taking a small boat with her. The sea was choppy with a light north-easterly breeze blowing, and four life-boatmen took the small boat close inshore. People on the cliff-top showed them where the boy had fallen, and they found him lying in four feet of water. The men took him on board and transferred him to the life-boat, where artificial respiration was applied, but he was found to be dead when she reached Wicklow again at six.—Rewards, £5 2s.

#### SAILS OF BOYS' DINGHY BLOWN AWAY

Fowey, Cornwall.—At 5.7 on the evening of the 9th of September, 1952, the Polruan coastguard telephoned that a sailing dinghy between two and three miles south of Polruan had had her sails blown away, and at 5.25 the life-boat *C.D.E.C.* left her moorings. The sea was calm with a fresh northerly breeze blowing, and she found the dinghy three miles south of Polruan, with two boys on board. The dinghy was being blown seawards, but the life-boat rescued the boys and towed their dinghy to Fowey, arriving at 7.0. The father of the boys, who were on holiday at Polruan, thanked the life-boatmen and made a donation to the funds of the Institution.—Rewards, £5 5s.

#### ROPE ROUND SHIP'S PROPELLER

Tenby, Pembrokeshire.—At 11.10 on the morning of the 10th of September, 1952, the coastguard telephoned that the motor vessel *Lollipop* from Caldy Island, with ten persons on board, was drifting, with a rope round her propeller, near rocks between Caldy and Deel Point. At 11.15 the life-boat *John R. Webb* was launched. The sea was rough with a moderate north-easterly gale blowing, but the *Lollipop*

cleared her propeller and made slow progress. The life-boat escorted her to safety and returned to Tenby Harbour, arriving at 12.10 that afternoon.—Rewards, £10.

#### TWO FISHING BOATS TOWED TO HARBOUR

Ballycotton, Co. Cork.—At 11.30 on the morning of the 10th of September, 1952, it was reported by the life-boat bowman that a motor fishing boat was flying a signal of distress one mile west-by-north of Ballycotton Light. At 11.55 the life-boat *Mary Stanford* was launched in a rough sea, with a strong east-north-easterly breeze blowing. On her way to the reported boat the life-boat spoke another motor fishing boat, the *St. Mary*, of Dublin, which was to the south-west of Ballycotton Light and disabled by an engine breakdown. As her need was not as great as that of the boat which had flown the distress signal, and which was drifting towards rocks, the life-boat left the *St. Mary* and went to the boat which had signalled. She was the *Irish Leader*, with a crew of two, and her engine also was out of order. The life-boat towed her to the harbour mouth, and then returned to the *St. Mary*, which had set a sail, so that she did not drift as rapidly as the *Irish Leader*. With the *St. Mary* in tow the life-boat came into harbour, arriving at 1.35 in the afternoon.—Rewards, £6.

#### CONVERTED NAVAL STEAM LAUNCH TOWED TO PORTPATRICK

Portpatrick, Wigtownshire.—At 9.55 on the night of the 10th of September, 1952, the life-boat motor mechanic reported that a yacht appeared to have broken down and was drifting to the northward, but the coastguard stated that she was anchored in deep water and in no immediate danger. It was later decided to tow her in, and at 11.0 the life-boat *Jeanie Speirs* was launched in a calm sea, with a light north-easterly breeze blowing. She found the converted naval steam launch *Nasus*, with a crew of three, one mile north of Portpatrick, towed her to the harbour, and reached her station again at 11.40.—Rewards, £5 5s.

#### SCRATCH CREW ESCORT COBLES TO WHITBY

Whitby, Yorkshire.—On the morning of the 11th of September, 1952, the weather was becoming steadily worse, with a strong freshening northerly wind and strong ebb-tide making the harbour entrance dangerous for small boats. It was decided to send out the No. 1 life-boat *Mary Ann Hepworth*, and she left at 10.15 with the coxswain of the No. 2 life-boat in charge of a scratch crew, as her own crew were at sea in the fishing boats. The life-boat went to a position off the harbour and escorted the cobbles *Silver Line*, *Little Lady*, *Victory Rose*, *Floral Queen*, *Enterprise II* and *Gem* through broken water in port, returning to her station at 1.30 in the afternoon.—Rewards, £10 11s.

#### INJURED CHAUFFEUR TAKEN OFF YACHT

Girvan, Ayrshire.—At 8.20 on the evening of the 11th of September, 1952, the Portpatrick coastguard telephoned that the Turnberry lighthouse-keeper had reported that an auxiliary yacht had stopped, but was using a small sail between Turnberry and Brest Beacon. Later it was stated that she had anchored. A local fishing boat put out to tow her in, but she could not get near her because of shallow water. She therefore burnt red flares to signal that she was returning to Girvan. The lightkeeper saw the flares and told the coastguard, and at 10.15 the life-boat *Frank and William Oates* was launched. The sea was calm, with a light northerly breeze blowing, and she found the yacht *Floran* near Turnberry Lighthouse. The owner had swum ashore for help, leaving his wife, two children, his chauffeur and another person in the yacht, and the life-boat took them on board. As the chauffeur had injured a leg, the life-boat wirelessed for a doctor and ambulance to meet her at her station, which she reached again at midnight.—Rewards, £5 13s.

#### PORT MEDICAL OFFICER TAKEN TO SHIP

Workington, Cumberland.—At noon on the 13th of September, 1952, a radio signal was received from the S.S. *Blue-stone*, of London, which was anchored

off Workington that a member of her crew needed medical help. The life-boat *N.T.* was launched at 1.35 in a calm sea, with a light north-easterly breeze blowing, with the port medical officer aboard. He decided to bring the man ashore for conveyance to hospital, and the life-boat landed him at 3.5.—Rewards, £3 15s.

#### AIRCRAFT REPORTS YACHT IN DIFFICULTIES

**Howth, Co. Dublin.**—On the evening of the 13th of September, 1952, an aircraft reported to the Dublin harbour office that a yacht was in difficulties half a mile east of Bailey Light, and at 9.15 the life-boat *R.P.L.* was launched. The sea was calm with a light easterly breeze blowing, and she found the yacht *Ann Gail*, of Howth, with a crew of four. Her engine had broken down, and the life-boat towed her to Howth, reaching her station again at ten o'clock.—Rewards, £6.

#### DOCTOR BROUGHT TO APPENDICITIS CASE

**Holyhead, Anglesey.**—At 10.20 on the morning of the 14th of September, 1952, the coastguard reported that the *S.S. Kylemore*, of Limerick, which was one and a half miles off Holyhead, had a sick man on board and had asked for a doctor. At 10.53 the life-boat *St. Cybi, Civil Service No. 9*, embarked a doctor and was launched in a smooth sea with a light north-easterly breeze blowing. She came up with the steamer in Holyhead Bay and put the doctor on board. He decided to land the man, who was suspected of having appendicitis. The life-boat took him ashore, where an ambulance was waiting, and reached her station again at 11.20.—Rewards, £7 10s.

#### MOTOR TRAWLER AGROUND OFF LOWESTOFT

**Lowestoft, Suffolk.**—Shortly after two o'clock on the afternoon of the 15th of September, 1952, the coastguard reported that the motor trawler *Red Snapper*, of Lowestoft, was aground on the Newcombe Sands three-quarters of a mile south-east of Lowestoft harbour and signalling for help. The life-boat *Michael Stephens* was launched at 2.14 in a moderate sea, with a

fresh north-easterly breeze blowing, and found the trawler bumping heavily with a lot of water in her engine-room. At the request of the skipper the life-boat remained with her until she floated off on the rising tide, and then escorted her into harbour, arriving at 3.45.—Rewards, £5 13s.

#### MAN OVERBOARD RESCUED BY BREECHES-BUOY

**Beaumaris, Anglesey.**—At five o'clock on the evening of the 15th of September, 1952, the Penmon coastguard telephoned that a yacht had been reported aground on the Dutchman Bank, and at 5.40 the life-boat *Field Marshal and Mrs. Smuts* was launched. The sea was rough with a moderate north-easterly breeze blowing, and she found the auxiliary cutter yacht *Anita*, of Rhu, with two men on board, on Lavant Bank. Heavy seas were pounding her, and the life-boat anchored and drifted down to her. One of the men fell into the sea, but the life-boatmen fired a line across, rescued him by breeches-buoy, and revived him by artificial respiration. A tow rope was then passed to the *Anita*, and the life-boat towed her to *Menai Bridge* pier, where an ambulance was waiting. The life-boat reached her station at 10.55 that night.—Rewards, £14 17s.

#### WHALER BLOWN OUT TO SEA

**Dover, Kent.**—On the afternoon of the 16th of September, 1952, the whaler *Paul*, of Dover, with three boys from Dover College on board, was blown out of the western entrance to Dover harbour. At 3.45 the life-boat *Southern Africa* left her moorings in a moderately rough sea, with a fresh north-easterly breeze blowing. She found the whaler three miles west-south-west of Dover and took the boys on board. With the whaler in tow, the life-boat made for Dover, which was reached at 5.30.—Rewards, £5 15s.

#### MOTOR YACHT FOUND AFTER MESSAGE FROM GOLF CLUB

**Ramsgate, Kent.**—At 7.20 on the evening of the 16th of September, 1952, the coastguard telephoned a report from the North Foreland Golf Club that a cabin-cruiser had fired a red *Veray*

light half a mile off North Foreland. At 7.30 the life-boat *Prudential* left her moorings. A moderate east-north-east breeze was blowing, with a rough sea, and she found the motor yacht *Rene-Philippe*, of Portsmouth, with a crew of three, two miles off Dumpton Gap. Her engines had broken down, and the life-boat towed her to Ramsgate, arriving at 8.20. — Rewards, 12s. 6d.; Property Salvage Case.

#### BRONZE MEDAL FOR STORNOWAY COXSWAIN

On the 17th of September, 1952, the Stornoway life-boat was launched on a service which lasted twenty-two hours, and in the course of which she rescued the crew of a motor boat who were marooned on some rocks sixty-five miles from Stornoway. Awards: the bronze medal for gallantry to Coxswain Malcolm Macdonald and a special award of £1 to him and to the seven other members of the crew, in addition to the scale rewards of £4 15s. each—£44 5s. For a full account of this service see page 412.

#### YACHT TOWED BACK TO BEMBRIDGE

**Bembridge, Isle of Wight.**—At four o'clock on the afternoon of the 17th of September, 1952, the Foreland coast-guard telephoned that a sailing yacht was in distress two miles south-east of the look-out hut, near the Princessa Buoy. Ten minutes later the life-boat *Jesse Lumb* was launched in a slight sea, with a light north-westerly wind blowing. The life-boat found the yacht *Thurne*, of Seaview. She had been dismasted, and the only man on board asked for a tow. The yacht was taken to Seaview by the life-boat, which reached her station at 5.40.—Rewards, £6.

#### HERRING FLEET ESCORTED INTO HARBOUR

**Whitby, Yorkshire.**—At 2.45 on the morning of the 18th of September, 1952, a fishing-boat skipper reported that the life-boat would be needed to escort the herring fleet into harbour. A strong northerly wind was blowing with a very heavy sea, when, at three o'clock, the No. 1 life-boat *Mary Ann*

*Hepworth* was launched. She proceeded to the outer bar and escorted in two vessels. Later two more vessels were escorted into harbour. At 7.15 the coastguard stated that a Scottish drifter was approaching, and the life-boat met her and accompanied her to port. The other vessels which were out went to Scarborough for shelter, and the life-boat returned to her station, which was reached at 8.10.—Rewards, £13 7s.

#### LIFE-BOAT STANDS BY AT HARBOUR BAR

**Amble, Northumberland.**—When the local fishing fleet was returning from sea on the morning of the 18th of September, 1952, the boats found it difficult to enter the harbour owing to the heavy swell. At 11.15 in the morning the life-boat *J. W. Archer* was launched and stood by at the harbour bar until the fleet had got safely in. The boats were the *Ocean Pride*, *True Vine*, *Treasure*, *The Victory*, *Boy Arthur* and *Star of Peace*. The life-boat was ready for service again at 1.20.—Rewards, £7 12s.

#### MOTOR YACHT TOWED TO SANDBANKS

**Swanage, Dorset.**—At 2.36 on the afternoon of the 20th of September, 1952, the coastguard telephoned that a vessel was apparently in distress and flying a signal two and a half miles south-south-east of St. Aldhelm's Head. The life-boat *R.L.P.* was launched at 2.46 in a calm sea, with a light westerly wind blowing, and, on reaching the position given, found that the vessel had drifted. She was the motor yacht *Naiad*, of Beaumaris, with a party of seven aboard, and on her way from Torquay to Southampton. She was found by the life-boat five miles south-south-west of the head, and taken in tow to Sandbanks. The life-boat reached her station again at 8.40 at night.—Property Salvage Case.

#### LIFE-BOAT CALLED TO YACHT IN TOW

**Walmer, Kent.**—About 7.40 on the morning of the 21st of September, 1952, the coxswain received a message that a yacht was in distress three miles from the South Goodwin Buoy. The

coastguard were informed, and the life-boat *Charles Dibdin, Civil Service No. 2*, was launched at 7.55 in a rough sea, with a moderate south-westerly breeze blowing. She found the yacht *Noroda*, with only one man on board, two and a half miles east-south-east of the South Goodwin Buoy, in tow of the S.S. *Yorkfleet*. Her sails were over the side and dragging in the water. In view of the rough seas and the danger of the tow parting, the captain of the steamer asked that the life-boat should stand by. This she did until the *Noroda* was safely in Dover Harbour. The life-boat then returned to her station, arriving at 11.10. Expressions of appreciation were received from the captain of the *Yorkfleet* and the owner of the yacht.—Rewards, £24 13s.

#### TWO LAUNCHES AGROUND ON HARBOUR BAR

Whitby, Yorkshire.—At 11.30 on the morning of the 21st of September, 1952, the coxswain of the No. 1 life-boat reported that the motor pleasure launch *Lady Margaret*, of Middlesbrough, had gone aground on the harbour bar. The tide was too low for the No. 1 life-boat to be launched, and the No. 2 harbour pulling life-boat *Robert and Ellen Robson* left her moorings at 11.40. The sea was rough, with a strong northerly breeze blowing, and the No. 1 life-boat crew stood by with ropes on the East Pier. The No. 2 life-boat passed ropes to the pier and ran out an anchor for the *Lady Margaret*. With the help of the men on the pier the launch was then hauled into the harbour, escorted by the life-boat. A second motor launch, the *Georgina II*, of Middlesbrough, then grounded on the bar, damaging her steering-gear. The No. 2 life-boat passed a rope across, and with the help of the men on the pier refloated her. She escorted her to safety and then waited for the local motor launch *Pandora B*, which was lying off the harbour until the water was deep enough for her to cross the bar. When the tide had risen enough, a green signal flare was burnt to tell her she could enter, and the life-boat escorted her in and reached her station again at three o'clock in the afternoon. The

owners of two of the launches made donations to the funds of the Institution and expressed their thanks.—Rewards, £22 7s.

#### TEN MEN TAKEN OFF BELFAST SHIP

Troon, Ayrshire.—At 12.25 on the afternoon of the 25th of September, 1952, the Portpatrick coastguard telephoned that the S.S. *Gracehill*, of Belfast, had broken down to the north of Ayr Harbour, and was drifting towards Newton Rocks. At 12.28 the coastguard reported that she had gone aground about a quarter of a mile off the shore, and at 12.40 the life-boat *Sir David Richmond of Glasgow* left her moorings. A west-north-westerly gale was blowing, with a heavy sea and squalls of rain, and she found the *Gracehill* laden with coal. She was on the rocks. The life-boat went alongside her sheltered side, rescued her crew of ten, and took them to Ayr, reaching her station again at 3.30.—Rewards, £5 7s.

#### MEN TAKEN OFF YACHT REVIVED

Clacton-on-Sea, Essex.—At 3.37 on the afternoon of the 25th of September, 1952, the coastguard telephoned that a yacht two miles west-south-west of Clacton Pier appeared to need help, and at 3.45 the life-boat *Sir Godfrey Baring* was launched. There was a moderate swell with a moderate westerly breeze blowing, and she found the yacht *Airborne*, of London, with two men in her, three miles west of the pier. Her sails were damaged, she was leaking, and the men were soaking wet. The life-boatmen rescued them, gave them rum, food and dry clothing, and towed the yacht to Brightlingsea, reaching their station again at eight o'clock.—Rewards, £13 11s. 9d.

#### MOTOR BOAT DRIFTS TOWARDS ROCKS

Dunbar, East Lothian.—At 2.30 on the afternoon of the 27th of September, 1952, the honorary secretary saw a motor boat in difficulties off the harbour and kept her under observation. She drifted slowly towards the rocks at the east side of the harbour, and at 3.25 the life-boat *George and Sarah*



*Strachan* was launched. There was a heavy swell with a moderate north-westerly breeze blowing, and she found the local motor boat *Rising Venus*, with a crew of two, half a mile east of the harbour. Her engine had broken down. The life-boat towed her to the harbour and reached her station again at 4.30.—Rewards, £5 5s.

#### PILOT BOAT BREAKS DOWN

Workington, Cumberland.—At 9.55 on the evening of the 29th of September, 1952, the Walney Island coastguard telephoned that the No. 1 pilot boat, of Workington, with two men on board, had broken down off Workington, and at ten o'clock the life-boat *N.T.* was launched. The sea was moderate with a light north-easterly breeze blowing, and she came up with the boat two miles to the westward, towed her to Workington, and reached her station again at midnight. The pilots made a donation to the funds of the Institution.—Rewards, £6 4s.

#### FIVE FISHING BOATS ESCORTED TO HARBOUR

Whitby, Yorkshire.—At 9.20 on the morning of the 30th of September, 1952, the coastguard reported that five fishing vessels were at sea in deteriorating weather, and at 9.40 the No. 1 life-boat *Mary Ann Hepworth* was launched, with the second coxswain in charge. A moderate north-north-east gale was blowing, with a heavy sea. The life-boat escorted the vessels to the harbour through broken water, reaching her station again at 11.30—Rewards, £7 4s.

#### SAPPERS' LANDING CRAFT ESCORTED

Bembridge, Isle of Wight.—At 10.6 on the morning of the 30th of September, 1952, the Foreland coastguard telephoned that a Royal Engineers landing craft, with a crew of seven, was in danger of being driven towards the boom between No Man's Fort and Seaview, and at 10.17 the life-boat *Jesse Lumb* was launched. The sea was rough, with a strong easterly breeze blowing, and the life-boat escorted the landing craft *Zara* to Bembridge. The life-boat then went to

Cowes as the weather was too bad for her to be rehoused, arriving at 12.30 in the afternoon. She was taken back to her station on the evening of the following day.—Rewards, £14 12s. 6d.

The following life-boats went out on service, but could find no ships in distress, were not needed, or could do nothing:

Weymouth, Dorset.—September 4th.—Rewards, £5 5s.

Weymouth, Dorset.—September 6th.—Rewards, £5 13s.

Fishguard, Pembrokeshire.—September 7th.—Rewards, £7 15s.

Yarmouth, Isle of Wight.—September 8th.—Rewards, £7 1s. 6d.

Weymouth, Dorset.—September 9th.—Rewards, £6 13s.

North Sunderland, Northumberland.—September 9th.—Rewards, £26 11s.

Holy Island, Northumberland.—September 9th.—Rewards, £8.

Torbay, Devon.—September 9th.—Rewards, £10 2s.

St. Peter Port, Guernsey.—September 11th.—Rewards, £7 12s.

Plymouth, Devon.—September 13th.—Rewards, £7 10s.

Yarmouth, Isle of Wight.—September 14th.—Rewards, £8 1s.

Weymouth, Dorset.—September 17th.—Rewards, £4 10s.

Caister, Norfolk.—September 17th.—Rewards, £9 3s.

Salcombe, Devon.—September 18th.—Rewards, £8 19s.

Southend-on-Sea, Essex.—September 21st.—Rewards, £9.

Anstruther, Fifeshire.—September 22nd.—Rewards, £7 14s.

Skegness, Lincolnshire.—September 23rd.—Rewards £12 3s.

Salcombe, Devon.—September 23rd.—Rewards, £8 19s.

Seaham, Durham.—September 26th.—Rewards, £9 10s. 6d.

New Brighton, Cheshire.—September 27th.—Rewards, £10 16s.

Pwllheli, Caernarvonshire.—September 27th.—Rewards, £13 17s.

Cromer, Norfolk.—September 28th.—Rewards, £8 2s.

Weymouth, Dorset.—September 30th.—Rewards, £5 13s.

## OCTOBER

DURING October life-boats were launched 47 times and rescued 31 lives.

## FISHING VESSELS ESCORTED IN HEAVY SEA

Whitby, Yorkshire.—At 9.30 on the morning of the 1st of October, 1952, the life-boat bowman reported that the wind had freshened, causing a heavy sea and swell. The local fishing vessels were at sea, and at 10.0 the No. 1 life-boat *Mary Ann Hepworth* was launched in a heavy sea, with a strong north-north-east wind blowing. She came up with three fishing vessels off Whitby Rock Buoy and escorted them and four others to the harbour. Two more fishing vessels were then seen about a mile out to sea, and the life-boat put out again. She found the *Venus* towing the *Foxglove*, escorted them in, and then made for her station. She was about to be rehoused, but the coastguard reported that a Danish-type fishing vessel was approaching the harbour, and she was launched again. She found the vessel to the north of Whitby Rock Buoy, but when the fishing vessel made for the Humber, the life-boat returned to her station, arriving at 1.40.—Rewards, £12 17s.

## SALVAGE DRIFTER STRANDED

Swanage, Dorset.—At 1.45 on the afternoon of the 1st of October, 1952, the coastguard reported that a salvage vessel, working on a wreck south-west of Chapman's Pool, appeared to be in difficulties and later stated that she had hoisted a distress signal. The life-boat *R.L.P.* was launched at 1.55, and in a moderate swell, with a light northerly breeze blowing, found that the salvage drifter *Abide*, of Peterhead, with a crew of eight, had stranded on Freshwater Ledge. She was rolling heavily. The life-boat secured alongside and refloats her. She then towed her to Swanage Bay and beached her, reaching her station again at 5.30.—Property Salvage Case.

## STEAMER AGROUND IN CHANNEL AT WORKINGTON

Workington, Cumberland.—At 2.45 on the afternoon of the 1st of October, 1952, the master of the S.S. *Baron*

*Dunmore*, of Ardrossan, reported that his ship had run aground in the channel at Workington and asked for the life-boat. The life-boat *N.T.* left her moorings at once in a rough sea with a fresh northerly breeze blowing and found the steamer, laden with iron ore, on the south side of the channel. The life-boat stood by her for an hour and a half while the tide ebbed, and then returned to her station, arriving at 4.30. At nine o'clock that evening the master asked if the life-boat would stand by on the rising tide, and the *N.T.* put out again. She stood by the steamer until she refloats. Two tugs then towed the steamer into dock, and the life-boat returned to her station, arriving at 12.30 in the early morning.—Rewards, 1st service, £7; 2nd service, £11 3s.

## MINESWEEPER RUNS ON TO ROCKS

St. Ives, Cornwall.—At 5.30 on the morning of the 30th of September, 1952, the coastguard telephoned that H.M.S. *Wave*, a minesweeper, was driving ashore at Porthminster beach, St. Ives Bay, and that the coastguard shore life-saving team had been called out. The life-boatmen assembled at 5.39 in an east-north-east gale with a moderate sea, and got the life-boat ready for launching, but the *Wave* ran on Pednolver rocks at the entrance to St. Ives harbour. The tide was ebbing, but her crew of ninety-eight were in no immediate danger, and the life-boat was kept on her slipway, in case she should be needed on the next tide. The *Wave's* crew connected wires from the ship to the pier, and the life-boatmen helped them, using the life-boat's gear and tractor. Some of the *Wave's* crew stayed in her, but the remainder were taken ashore by the life-saving team and, as the weather improved, the life-boat was re-housed at 4.45. At the request of the Admiralty Salvage Officers the life-boatmen, head launcher and tractor stood by on shore from midnight until two o'clock the next morning, but they were not needed. Salvage operations continued on the 2nd and at two in the afternoon, at the request of the salvage officers, the life-boat *Edgar, George, Orlando and Eva Child* was launched. The sea was calm with a

light westerly breeze blowing, and the life-boat stood by the *Wave* while she was refloated and berthed in harbour. The life-boat reached her station again at 7.45.—Rewards, £43 10s.

#### HELP TO MAN ATTENDING CRAB-POTS

**Filey, Yorkshire.**—At 1.45 on the afternoon of the 2nd of October, 1952, the life-boat coxswain reported that a local man had put off in his fishing coble *Isabella* to attend to his crab-pots in bad weather. The weather was deteriorating and, as anxiety was felt for his safety, the life-boat *The Cuttle* was launched at two o'clock in a rough sea, with a strong north-westerly wind blowing. She found the coble north-east of Filey Brigg, escorted her to the shore, and reached her station again at 4.50.—Rewards, £17 13s.

#### WOMAN REPORTS HUSBAND OVERDUE FROM FISHING TRIP

**Walmer, Kent.**—At 7.34 on the evening of the 2nd of October, 1952, the Deal coastguard rang up to say a woman had reported that her husband, his friend and a child had put out on a fishing trip in the outboard motor boat *Christina Peter*, but were now overdue. The coastguard learned that the boat's engine had broken down and that another motor-boat had towed her to the Deal Bank Buoy. From here the men had intended to row her ashore, but nothing was seen of them, and at 7.45 the life-boat *Charles Dibdin, Civil Service No. 2*, was launched. There was a slight swell, with a moderate westerly breeze blowing, and the life-boat found the *Christina Peter* two miles off Kingsdown. She took the three persons on board and towed the boat ashore, reaching her station again at 10.30.—Rewards, £22 6s.

#### MOTOR CRUISER TOWED IN

**Great Yarmouth and Gorleston, Norfolk.**—At 9.40 on the night of the 2nd of October, 1952, the police reported that a motor cruiser was in difficulties about one mile from Breydon Swing Bridge, and at 10.10 the life-boat *Mary Scott*, on temporary duty at the station, was launched. There was a slight swell, with a north-

westerly breeze blowing. The life-boat found the motor cruiser *Five of Hearts*, with a crew of four, in Breydon Water. Her engine had broken down, and the life-boat towed her to Great Yarmouth yacht station, reaching her own station at 12.5.—Rewards, £10 4s.

#### BOYS WHO TOOK YACHT HANDED OVER TO POLICE

**Southend-on-Sea, Essex.**—At nine o'clock on the morning of the 5th of October, 1952, the Red Sand Forts reported that a yacht had stranded on the Forts' steel structure and that two boys had been taken off her. The Forts asked if the life-boat would land the boys, and at 9.25 the life-boat *Greater London, Civil Service No. 3*, was launched. The sea was choppy, with a fresh westerly breeze blowing. The life-boat found that the boys had taken the yacht *Wyvern* from Shoeburyness. She took them on board and towed the yacht to Southend pier, where the boys were handed over to the police at 12.5.—Property Salvage Case.

#### FISHING BOAT TOWED IN

**Workington, Cumberland.**—At 8.35 on the evening of the 5th of October, 1952, the coastguard telephoned that a fishing boat had made flares north of Workington pier, and at nine o'clock the life-boat *N.T.* left her moorings. There was a rough sea, with a fresh west-north-west breeze blowing, and she found the fishing boat *Lively Hope*, of Girvan, with a crew of two, four miles north-east of Workington. The boat's engine had broken down, and the life-boat towed her to Workington, reaching her station again at 12.30.—Rewards, £13 2s.

#### STEAMER'S STEERING-GEAR BREAKS DOWN

**New Brighton, Cheshire.**—At 7.2 on the evening of the 6th of October, 1952, the Formby coastguard telephoned that the S.S. *Bannrose*, of Liverpool, was in distress between B.1 and B.2 buoys at the bar of the River Mersey, with her steering-gear broken down. She had anchored, but was dragging, and at 7.17 the life-boat *Norman B. Corlett* left her moorings in a rough sea,

with a moderate north-westerly gale blowing. However, the *Bannrose* temporarily repaired her steering-gear and got under way up the River Mersey. The life-boat escorted her as far as Egremont, reaching her station again at 9.25. The owners made a gift to the life-boatmen.—Rewards, £9 4s.

#### FOUR DRIFTERS ESCORTED TO HARBOUR

**Great Yarmouth and Gorleston, Norfolk.**—At 8.39 on the evening of the 7th of October, 1952, the Gorleston coastguard telephoned that a drifter was firing red rockets about a mile east-south-east of the coastguard station, and at 8.52 the life-boat *Mary Scott*, on temporary duty at the station, was launched. There was a slight swell, with a light north-westerly breeze blowing, and she found two drifters between one and two miles to the south-east. She escorted them to harbour and then went south and found two more drifters; one with engine trouble in tow of another. The life-boat escorted them to the harbour as well and arrived back at her station at 10.30.—Rewards, £9 16s.

#### LIFE-BOAT NEARLY SMASHED AGAINST PIER

**Whitby, Yorkshire.**—At 11.15 on the morning of the 10th of October, 1952, the coastguard reported that two fishing boats were at sea and that conditions at the harbour bar were very dangerous. At 11.20 the No. 1 life-boat *Mary Ann Hepworth* was launched in a rough sea, with a strong northerly wind blowing. She came up with the *Lead Us* near the Rock Buoy. The coxswain told the skipper about conditions at the bar, and the life-boat escorted the *Lead Us* towards the harbour. Three hundred yards from the piers the life-boat and the *Lead Us* were engulfed in heavy seas, but the fishing boat crossed the bar and reached the harbour. The life-boat followed her, but was struck by another sea which nearly smashed her against the East Pier. The coxswain took her into the harbour and remained there until the *Pilot Me* arrived. The *Pilot Me* entered harbour safely, and the life-boat then returned to her

station, arriving at 12.45.—Rewards, £9 15s.

#### LIFE-BOAT SPRAYS OIL TO CALM SEA

**Whitby, Yorkshire.**—At 10.5 on the morning of the 11th of October, 1952, the life-boat coxswain reported that the fishing coble *Enterprize II* was at sea in bad weather. Conditions at the outer harbour bar were dangerous, and the No. 1 life-boat *Mary Ann Hepworth* was launched at once in a heavy sea, with a strong northerly breeze blowing. She escorted in several fishing boats, one of which, the *Prosperity*, told her that the *Enterprize II* was one and a half miles from Whitby. The life-boat asked the *Prosperity* to stand by the bar and then made for the coble, gave her crew life-belts, escorted her over the bar, and sprayed oil on the sea to calm it. She then escorted in the remainder of the fishing fleet and reached her station again at 12.25.—Rewards, £11 17s. 6d.

#### LIFE-BOAT TO THE RESCUE OF LIFE-BOATMEN

**The Mumbles, Glamorganshire.**—At 10.35 on the morning of the 12th of October, 1952, a resident of Overton telephoned that a fishing boat had fired two red rockets and that her crew appeared to be trying to hold her on to Port Eynon Buoy. At 10.50 the life-boat *William Gammon, Manchester and District XXX*, was launched in a rough sea, with a strong south-easterly breeze blowing. She found the motor fishing boat *Deo Gratias*, of Ilfracombe, with the Ilfracombe life-boat coxswain and two others on board, near the buoy. Their engine had broken down, but they repaired it, and the life-boat escorted her to Swansea, arriving at one o'clock in the afternoon. As the weather was too bad for her to be rehoused the life-boat remained there until three o'clock in the afternoon of the 13th, when she left for her station. When she reached Swansea Bay she came up with the motor boat *Bella Betty*, which had broken down. The life-boat towed her to Swansea Harbour and then returned to her station, arriving at 4.15.—Rewards for the two services, £20 15s. 6d.

#### TRAWLER SINKS NEAR JOHN O'GROATS

Thurso, Caithness-shire.—At eight o'clock on the evening of the 12th of October, 1952, the Wick coastguard telephoned that the trawler *St. Ronan*, of Hull, had run on the rocks at St. John's Point, near John O'Groats, and at 8.25 the life-boat *H.C.J.* was launched. There was a rough sea, with a fresh south-easterly breeze blowing, and she found that a fishing vessel had taken off nineteen of the twenty-one persons in the trawler. The skipper and wireless operator were still on board. The life-boat rescued the wireless operator, but the skipper remained in the trawler, and the life-boat stood by him all night. Early in the morning of the 13th the skipper decided to abandon the *St. Ronan*, and the life-boat rescued him and returned to her station, arriving at 10.30 that morning. The trawler later slipped off the rocks and sank.—Rewards, £40 4s. 6d.

#### FISHING BOAT TOWED TO DUNBAR

Dunbar, East Lothian.—At 4.8 on the afternoon of the 16th of October, 1952, the coastguard telephoned that the local motor fishing boat *Endeavour* had broken down four miles to the north-north-west, and at 4.20 the life-boat *George and Sarah Strachan* left her moorings. There was a choppy sea, with a moderate south-easterly breeze blowing, and she found the *Endeavour* with a crew of three. She towed her to the harbour and reached her station again at 5.33.—Rewards, £7.

#### FISHING BOAT LOSES RUDDER

Fleetwood, Lancashire.—At 1.25 on the afternoon of the 19th of October, 1952, the Formby coastguard telephoned that a fishing boat was burning a flare about one and a half miles north of Rossall Point, and at 1.40 the life-boat *Ann Letitia Russell* was launched. The sea was moderate with a moderate south-easterly breeze blowing, and the life-boat found the local fishing boat *Grace Darling* with a life-boatman on board. She had lost her rudder, and a net had fouled her propeller. The life-boat towed her to Fleetwood, reaching her station again at 3.15.—Rewards, £11 10s. 6d.

#### FISHING BOAT UNABLE TO DROP ANCHOR

Clacton-on-Sea, Essex.—At 3.30 on the afternoon of the 19th of October, 1952, the coastguard rang up to pass on a report from the North Foreland Radio Station. The station had received a wireless message from the motor fishing boat *Monbretia*, of Scarborough, which had broken down in a dangerous position and needed a tow. At 3.45 the life-boat *Sir Godfrey Baring* was launched, with the second coxswain in charge. There was a heavy sea, with a strong easterly breeze blowing, and she found the *Monbretia* near South Buxey Buoy, with a crew of four. The *Monbretia* was near the sands and could not drop her anchor as she had no power to heave it. The life-boat towed her to Brightlingsea, arriving at eleven o'clock that night. As the weather was too bad for the life-boat to be rehoused, she remained there until the morning of the 23rd, when she was taken back to her station.—Property Salvage Case.

#### FOUR COBLES ESCORTED IN FULL GALE

Scarborough, Yorkshire.—On the morning of the 22nd of October, 1952, anxiety was felt for the safety of four local fishing cobles which were at sea in bad weather, and at 11.3 the life-boat *E.C.J.R.* was launched. The sea was rough, with a full south-south-east gale blowing, and she escorted in separately, through broken water, the *Betty*, *Premier*, *Betty Sheader*, and *Hilda*, reaching her station again at 2.5. As three other fishing boats were still at sea, the life-boat remained afloat in the harbour, but was not needed and was rehoused at 5.30 in the afternoon.—Rewards, £15.

#### FISHING BOATS ESCORTED TO BRIDLINGTON

Bridlington, Yorkshire.—On the morning of the 22nd of October, 1952, the local fishing boats *Liberty*, *Providence* and *Pride of Bridlington* were at sea in deteriorating weather. At 11.40 the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched. The sea was rough, with a south-easterly gale blowing, and she escorted in the fishing

boats, reaching her station again at 3.50 that afternoon.—Rewards, £16 12s. 6d.

#### FISHING BOAT TOWED TO EYEMOUTH

**Eyemouth, Berwickshire.**—At 12.57 on the afternoon of the 22nd of October, 1952, a fisherman at Burnmouth telephoned that the motor fishing boat *Devotion*, of Burnmouth, with a crew of four, was flying a distress signal three miles south-east of Eyemouth. At 1.12 the life-boat *Clara and Emily Barwell* was launched, with a life-boatman in command, in a very heavy sea, with a strong south-easterly wind blowing, and found that the *Devotion* had broken down. The life-boat towed her into Eyemouth Harbour and reached her station again at two o'clock. The owner made a donation to the funds of the Institution.—Rewards, £12 3s. 6d.

#### TWO TRAWLERS ESCORTED TO HEBRIDES HARBOUR

**Stornoway, Outer Hebrides.**—At 8.7 on the evening of the 22nd October, 1952, the coastguard telephoned that the steam trawler *Pern*, of Aberdeen, had wirelessly that she had broken down and was driving ashore about three miles south-east of Milaid Point on the eastern side of the Island of Lewis. The life-boat *William and Harriot* left her moorings at 8.50 in a rough sea, with a south-easterly gale blowing. She found that another trawler had taken the *Pern* in tow, escorted them both to Loch Ewe and then returned to her station, arriving at 5.40 the next morning.—Rewards, £20 5s.

#### LIFE-BOAT TRANSPORTS ROCKET APPARATUS

**Stromness, Orkneys.**—At ten o'clock on the morning of the 23rd of October, 1952, a local man telephoned that he had seen two trawlers off Ness Battery, one of which appeared to be in difficulties. The life-boat honorary secretary and chairman went to the position and saw that the steam trawler *Strathelliot*, of Aberdeen, with a crew of twelve, had stranded in Hoy Sound, between Bow Rock and Taing of Selwick. The weather was fine and she was not in danger. She was still all right at high water, and the coastguard

at Kirkwall put a man on duty to watch the trawler that night. At 9.25 in the evening the local man again telephoned to say he had heard on his wireless set the trawler broadcasting distress signals. At 9.36 the life-boat *J.J.K.S.W.* was launched in a very heavy swell, with a light southerly breeze blowing, and found the trawler surrounded by a heavy broken swell and shallow water. The other trawler had left the *Strathelliot* because of the weather, and the life-boat tried to approach her twice, but the seas were too heavy. The coxswain then decided that the only way to rescue the trawlermen was by breeches buoy operated from the shore. He therefore took the life-boat back to Stromness at 11.10 and embarked the Stromness coastguard rocket life-saving apparatus. Heavy rocket apparatus had been sent to the position by road from Longhope, and the life-boat took on board two Stromness coastguardsmen and made for Hoy. The gear and two men were put ashore there, and the trawler's crew were rescued by the coastguard. The life-boat then took the twelve trawlermen on board, re-embarked the gear and two coastguardsmen, and returned to her station, arriving at 10.30 on the morning of the 24th.—Rewards, £28 10s. 6d.

#### CREW OF THIRTEEN RESCUED BY BREECHES BUOY

**North Pier L.S.A., Torry L.S.A. and the Aberdeen life-boat.**—At 10.33 on the morning of the 23rd of October, 1952, the Assistant Harbour Master reported that the steam trawler *Loch Lomond*, of Aberdeen, was in distress in the Navigation Channel. She immediately stranded on a breakwater at the east end of North Pier. The Torry shore life-saving apparatus team assembled at once, and a minute later the North Pier team manned their gear. The Aberdeen No. 1 life-boat *Hilton Briggs* was launched at 10.40 and made for the position in a heavy sea, with a fresh south-south-west breeze blowing. The North Pier team rescued the trawler's crew of thirteen by breeches buoy, and the life-boat, after ascertaining that no one was left on board, returned to her station, arriving at 11.12. The

North Pier team then stowed their gear away and were dismissed at 11.45. The Torry team assembled for an hour but were not needed.—Rewards, North Pier, L.S.A., £12 6s; Torry L.S.A., 8s.; Aberdeen life-boat, £6 7s. 6d.

#### SHIP'S MASTER TAKEN TO SICK WIFE

Penlee, Cornwall.—At 12.30 on the afternoon of the 25th of October, 1952, the Penzance Superintendent of Trinity House telephoned that the wife of the master of the Seven Stones lightvessel was seriously ill and asked if the life-boat would land him. As no other boat was available, the life-boat *W. and S.* was launched at 1.10, in a rough sea, with a strong westerly breeze blowing. She took the master to Newlyn, arriving at eight o'clock. As the weather was too bad for her to be rehoused, she remained there for the night and was taken back to her station the next day.—Rewards, £22 9s.

#### STEAM DRIFTER RUNS AGROUND

Great Yarmouth and Gorleston, Norfolk.—At 4.48 on the afternoon of the 25th of October, 1952, the Gorleston coastguard telephoned that the steam drifter *Fumerole*, of Peterhead, which had been in tow of another drifter, had parted her tow rope at the entrance to Gorleston Harbour. She ran aground five hundred yards north of the harbour, and the pilot boat took off some of her crew of ten who later returned to their ship. At 5.20 the life-boat *Mary Scott*, on temporary duty at the station, was launched in a slight sea, with a light south-westerly breeze blowing, and went alongside the *Fumerole*. She pulled the *Fumerole* clear, and another drifter towed her to Gorleston escorted by the life-boat, which reached her station again at 10.30.—Property Salvage Case.

#### NORWEGIAN SHIP ASHORE ON SANDS

Cromer, Norfolk.—At 4.32 on the morning of the 26th of October, 1952, the coastguard telephoned to say the S.S. *Sydenham* had reported that a vessel was ashore on the Haisboro' Sands, eighteen miles east-by-south of Cromer, and at five o'clock the No. 1

life-boat *Henry Blogg* was launched in a moderate sea, with a light westerly breeze blowing. The *Sydenham* wirelessed that four men had left the vessel in a ships' boat and appeared to need help, and the life-boat came up with them and took them in tow. The life-boat then made for the vessel and found her to be the S.S. *Ask*, of Bergen, bound for Sunderland in ballast and carrying a crew of twenty-two. She was on the inner part of the sands, and the coxswain took soundings round her. He then advised the master to go astern at slack tide. This the master did, and the *Ask* refloated. The four men then reboarded her, the boat was hoisted, and the *Ask* went on her way. The life-boat was no longer required and returned to her station, arriving at one o'clock.—Property Salvage Case.

#### FISHING BOATS ESCORTED IN GALE

Arbroath, Angus.—About 11.45 on the morning of the 27th of October, 1952, the coastguard reported that fishing boats were still at sea in deteriorating weather and that conditions at the harbour bar were dangerous. The life-boat *Robert Lindsay* was launched at once in a very rough sea, with a westerly gale blowing, and separately escorted in five fishing boats. The coastguard shore life-saving team manned their apparatus but were not needed, and when the weather moderated the life-boat returned to her station, arriving at 2.5.—Rewards, £12 0s. 6d.

#### TO FISHING COBLE IN ROUGH SEA

Blyth, Northumberland.—At 12.1 on the afternoon of the 27th of October, 1952, the coastguard telephoned to say a message had been received from Newbiggin that the Newbiggin life-boat was unable to launch and escort in a fishing coble. The Blyth life-boat was asked for, and at 12.15 the life-boat *Winston Churchill*, *Civil Service No. 8*, was launched in a rough sea, with a strong south-south-westerly breeze blowing. She found the fishing coble *Green Pastures*, with a crew of three, off the Sow and Pigs Buoy, escorted her to Newbiggin, and returned to her station, arriving at two o'clock.—Rewards, £8 12s.

### SIGNAL TO LIFE-BOAT ON EXERCISE

**Ramsey, Isle of Man.**—At one o'clock on the afternoon of the 28th of October, 1952, the life-boat *Thomas Corbett* was launched on exercise in a heavy sea, with a south-westerly gale blowing. At two o'clock the coastguard signalled her that a man had been injured on board the S.S. *Second*, of Belfast, which was anchored one and a half miles east-north-east of Queens Pier. The life-boat made for the *Second* at once, landed the man, took him back to the steamer after he had received hospital treatment, and returned to her station, arriving at five o'clock.—Rewards, £15 17s.

### CREW TAKEN OFF BY BREECHES BUOY

**Stromness, Orkneys.**—At two o'clock on the afternoon of the 28th of October, 1952, the motor mechanic reported that conditions between Bow Rock and Taing of Selwick were deteriorating. The steam trawler *Strathelliot* had stranded there on the 23rd, and her crew had been rescued by the coastguard using their shore life-saving apparatus. The skipper and two fishermen were aboard her now, and the honorary secretary asked the coastguard at Kirkwall for further news. At 7.19 the Kirkwall coastguard reported that the three men would have to be taken ashore, and at 7.53 the life-boat *J.J.K.S.W.* was launched in a heavy swell with a moderate south-westerly breeze blowing. Nineteen members of the Stromness coastguard life-saving apparatus

team and their gear were embarked, and the life-boat landed them at Hoy. The coast-guardsmen took off the skipper and two fishermen by breeches buoy, and the life-boat then re-embarked the team and gear, reaching Stromness again at 3.25 on the morning of the 29th.—Rewards, £16 1s. 6d.

The following life-boats went out on service, but could find no ships in distress, were not needed, or could do nothing:

**St. Peter Port, Guernsey.**—October 1st.—Rewards, £7 11s.

**Walton and Frinton, Essex.**—October 4th.—Rewards, £31.

**Cromarty.**—October 8th.—Rewards, £22 5s.

**Buckie, Banffshire.**—October 8th.—Rewards, £18 7s. 6d.

**Penlee, Cornwall.**—October 8th.—Rewards, £16 16s. 6d.

**Dungeness, Kent.**—October 11th.—Rewards, £26 10s.

**Clacton-on-Sea, Essex.**—October 12th.—Rewards, £18 2s. 9d.

**Walton and Frinton, Essex.**—October 12th.—Rewards, £11 15s.

**St. David's, Pembrokeshire.**—October 12th.—Rewards, £22 2s.

**Ramsgate, Kent.**—October 13th.—Rewards, £8 13s.

**Salcombe, Devon.**—October 20th.—Rewards, £7 16s.

**Cullercoats, Northumberland.**—October 21st.—Rewards, £11 19s.

**Longhope, Orkneys.**—October 24th.—Rewards, £14 6s.

**Ramsey, Isle of Man.**—October 29th.—Rewards, £18 11s.

## Letter from a Norwegian Girl

A FOURTEEN-YEAR-OLD Norwegian girl, who read an article about the Life-boat Service in the March number of *English Illustrated*, has written to say

she wants to know more about the Service and hopes she will find a girl pen-friend interested in life-boats who will correspond with her in English.

## M.B.E. For Isle of Wight Secretary

CAPTAIN A. G. COLE, R.N.R., honorary secretary of the Yarmouth, Isle of Wight, life-boat station from 1934 to 1952, was made a Member of the Order of the British Empire in the New Year's Honours List of 1953.

He was awarded the Institution's binoculars in 1948 and appointed an honorary life governor, the highest honour which the Institution can give to an honorary worker, in 1952.



## Naming Ceremonies

THIRTEEN new motor life-boats were named during 1952. Six were on the English coast, at Barrow-in-Furness, Clacton-on-Sea, Hoylake, Minehead, Padstow and Plymouth; four on the Scottish coast, at Aberdeen, Eyemouth, Gourdon and Whitehills; one on the Welsh coast at Aberystwyth; one on the Northern Ireland coast at Cloughy and one on the coast of Eire at Wexford. The naming ceremonies at Clacton-on-Sea, Plymouth, Padstow and Rosslare Harbour were reported in *The Life-boat* for September, 1952.

### MINEHEAD

The new boat was built out of legacies from Mr. Charles H. Bayley, of Manchester, and Mrs. Lily Hall, of Eastbourne, and out of gifts from Mr. F. W. Heys, of Hove, and an anonymous donor. She is a 35-feet 6-inches Liverpool type boat and is the fifth life-boat to be stationed at Minehead. The naming ceremony took place on the 4th of June. The Chairman of the Minehead Urban District Council presided, and Captain G. R. Cousins, D.S.C., R.N., District Inspector of Life-boats, described the boat. Mr. Arthur Capewell, Q.C., J.P., on behalf of the donors presented her to the Institution, and Mr. G. F. Luttrell, J.P., president of the Minehead branch, accepted her on behalf of the branch.

In the absence of the Rt. Rev. the Lord Bishop of Bath and Wells, who was unable to be present, the Venerable G. F. Hilder, Archdeacon of Taunton, dedicated the life-boat, assisted by the Rev. E. C. Mortimer, Vicar of Minehead, and the Rev. W. H. Dunn, Superintendent Minister, Dunster and Minehead Circuit.

Mrs. G. F. Luttrell named the life-boat *B.H.M.H.* A vote of thanks was proposed by Mr. Gerald Wills, M.P. for the Bridgwater division of Somerset. The life-boat was then launched.

### BARROW-IN-FURNESS

The new boat is a gift to the Institution by Mr. Herbert Leigh, of Bolton. She is a 46-feet 9-inches Watson cabin boat and is the eighth life-boat to be

stationed at Barrow. The naming ceremony took place on the 7th of June. The Mayor of Barrow-in-Furness, Alderman R. A. Brunskill, J.P., presided, and Commander L. F. L. Hill, R.D., R.N.R., District Inspector of Life-boats, described the boat. Mr. Herbert Leigh presented her to the Institution and Mr. Laurence C. H. Cave, a member of the committee of management of the Institution, accepted her and handed her over to Barrow-in-Furness, on whose behalf she was received by Mr. F. P. Laurens, O.B.E., president of the branch.

The Bishop of Carlisle, the Rt. Rev. Thomas Bloomer, D.D., dedicated the life-boat, assisted by the Rev. W. R. Blatchford, Vicar of St. Johns, Barrow-in-Furness, and chaplain to the life-boat station, the Rev. Wesley J. Blakemore, representing the President of the Free Church Council, and supported by the Rev. J. Coombs, the Mayor's Chaplain. The singing was led by the St. John's choir and Mrs. J. Maltby Black's augmented choir.

Mrs. Helen R. Leigh-Bramwell named the life-boat *Herbert Leigh*. A vote of thanks was proposed by Lord Winster, K.C.M.G., P.C., a member of the committee of management of the Institution, and seconded by Mrs. H. C. Vale, honorary secretary of the Barrow-in-Furness ladies' life-boat guild. The life-boat was then launched.

### ABERYSTWYTH

The cost of the life-boat was defrayed by a gift from the "Aguila Wren" Memorial Fund, raised in memory of twenty-two members of the W.R.N.S. who lost their lives when the S.S. *Aguila* was sunk by enemy action in August, 1941, and by a legacy of the late Mr. J. Moorhouse, of St. Annes-on-Sea, Lancs. She is a 35-feet 6-inches Liverpool boat and is the eighth life-boat to be stationed at Aberystwyth. The naming ceremony took place on the 28th of June. Major E. Davies-Thomas, T.D., High Sheriff of Cardiganshire, presided, and Commander L. F. L. Hill, R.D., R.N.R., District Inspector of Life-boats,

described the boat. Dame Vera Laughton Mathews, D.B.E., late Director W.R.N.S., introduced Mr. Edward M. Benjamin, a trustee of the Aguila Wren Fund. Mr. Benjamin, the father of the late Chief Wren Cecilly M. B. Benjamin, presented the life-boat to the Institution, and Captain Guy D. Fanshawe, R.N., a vice-president of the Institution and a member of the committee of management, accepted her and handed her over to Aberystwyth, on whose behalf she was received by the Mayor of Aberystwyth, Councillor J. L. Davies, chairman of the branch.

The Lord Bishop of St. Davids, the Rt. Rev. W. T. Havard, M.C., T.D., D.D., dedicated the life-boat, assisted by the Venerable Richard Ward, Archdeacon of Cardigan and Vicar of Aberystwyth, and the Rev. Stephen G. Griffiths, Minister of the Bath Street Presbyterian Church, Aberystwyth. The singing was led by the Aberystwyth girls' choir, accompanied by the Aberystwyth British Legion band.

Mrs. J. A. Miller, mother of the late 3rd Officer Kathleen Miller, W.R.N.S., named the life-boat *Aguila Wren*. A vote of thanks was proposed by Mr. W. Ellis, a member of the Aberystwyth branch committee, and seconded by Mrs. M. M. Pryce of the Aberystwyth ladies' life-boat guild. The life-boat was then launched.

#### HOYLAKE

The life-boat has been built out of the Institution's funds, and her name has been chosen in recognition of Oldham's generosity in having given the Institution three life-boats. She is a 35-feet 6-inches Liverpool type boat and is the fifth permanent boat to be stationed at Hoylake since the station was taken over by the Institution. The naming ceremony took place on the 12th of July. The Chairman of the Hoylake Urban District Council, Mrs. D. M. C. Higginbotham, J.P., presided, and Commander L. F. L. Hill, R.D., R.N.R., District Inspector of Life-boats, described the boat. The Deputy Mayor of Oldham, Alderman Frank Kenyon, J.P., presented her to the

Institution, and Commander the Lord Sempill, R.N.V.R., a member of the committee of management of the Institution, accepted her and handed her over to Hoylake, on whose behalf she was received by Mr. Arnet Robinson, a member of the committee of management and chairman of the Hoylake branch.

The Bishop of Stockport, the Rt. Rev. D. H. Saunders-Davies, dedicated the life-boat, assisted by the Rev. Canon J. D. Devereux, Vicar of Hoylake and chaplain to the Hoylake life-boat station, and the Rev. L. R. Ellis, representing the Free Churches of Hoylake and district.

The Countess of Derby named the life-boat *Oldham IV*. A vote of thanks was proposed by the Rt. Hon. Selwyn Lloyd, C.B.E., T.D., Q.C., M.P., and seconded by Mrs. E. Crawford, president of the Hoylake ladies' life-boat guild. The life-boat was then launched.

#### EYEMOUTH

The new boat was built from a legacy of the late Misses Clara and Emily Barwell. She is a 35-feet 6-inches Liverpool type boat, and is the sixth life-boat to be stationed at Eyemouth. The naming ceremony took place on the 5th of August. The Rt. Hon. the Earl of Haddington, K.T., M.C., T.D., Lord Lieutenant of the County of Berwick, presided, and Commander E. W. Middleton, V.R.D., R.N.V.R., District Inspector of Life-boats, described the boat. Mr. C. D. Barwell, nephew of the donors, presented the life-boat to the Institution, and the Hon. Sir Archibald Cochrane, G.C.M.G., D.S.O., R.N., a vice-president of the Institution, a vice-chairman of the Scottish life-boat council and chairman of the executive committee of the council, accepted her and handed her over to the Eyemouth branch, on whose behalf she was received by Sir Christopher Furness, Bart., chairman of the branch.

The Rev. D. M. Walker, Minister of the Auld Kirk, Eyemouth, dedicated the life-boat. Music was played by the Eyemouth High School pipe band. Miss I. S. Barwell, niece of the donors, then named the life-boat *Clara and Emily Barwell*. A vote of thanks was

proposed by Mr. J. S. Collin, J.P., Provost of Eyemouth. The life-boat was then launched.

#### CLOUGHEY

The life-boat was built out of a legacy provided by the late Miss Constance Calverley, of Huddersfield. She is a 35-foot 6-inches Liverpool type boat and is the sixth boat to be stationed at Cloughey. The naming ceremony took place on the 21st of August. Lady Nugent, deputising for Sir Rowland Nugent, president of the branch, who was indisposed, presided, and Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., District Inspector of Life-boats, described the boat. Mr. J. M. Calverley, nephew of the donor, presented the boat to the Institution, and Captain the Hon. V. M. Wyndham Quin, R.N., a member of the committee of management of the Institution, accepted her and handed her over to Cloughey, on whose behalf she was received by the Rev. G. K. G. Donaghy, chairman of the branch.

The Rt. Rev. J. K. L. McKean, Moderator of the General Assembly of the Presbyterian Church in Ireland, dedicated the boat, assisted by the Rev. G. K. G. Donaghy and the Rev. R. J. A. Savage. The Countess Granville, D.C.V.O., then named the life-boat *Constance Calverley*.

A vote of thanks was proposed by Mr. David Thompson, J.P., honorary secretary of the Cloughey branch, and seconded by Lt.-Col. G. W. Ross, Irish District Organising Secretary. The life-boat was then launched.

#### WHITEHILLS

The boat is a gift to the Institution from the Civil Service life-boat fund. She is a 41-foot Watson type boat and is the ninth life-boat to be stationed at Whitehills. The naming ceremony took place on the 23rd of August. Mr. J. C. Rankine, J.P., chairman of the Banff, Macduff, Whitehills and Gardenstown branch presided, and Commander E. W. Middleton, V.R.D., R.N.V.R., District Inspector of Life-boats, described the boat. Sir David Milne, K.C.B., Permanent Under-Secretary of State for Scotland and a vice-patron of the Civil Service life-boat fund, presented the life-boat to the Institution, and the Rt. Hon.

Lord Saltoun, M.C., a vice-president of the Institution, a member of the committee of management of the Institution and a vice-chairman of the Scottish life-boat council, received her and handed her over to Whitehills, on whose behalf she was accepted by Mr. Rankine.

The Rev. William Arnott Mitchell, Minister of Boyndie parish church, dedicated the life-boat, and the singing was led by the Whitehills choir, conducted by Mrs. George Watson. Music was also played by the Turriff brass band and the Banff pipe band. Lady Milne named the life-boat *St. Andrew, Civil Service No. 10*, and a vote of thanks was proposed by Mr. William S. Duthie, O.B.E., the Member of Parliament for Banff. The life-boat was then launched.

#### ABERDEEN

The boat was built out of a legacy from the late Mrs. E. A. Briggs, of Birkdale, Southport. She is a 52-foot Barnett Stromness type and is the eighth life-boat to be stationed at Aberdeen since the station was taken over by the Institution. The naming ceremony took place on the 24th of September. The Lord Provost of Aberdeen, the Rev. Professor John M. Graham, chairman of the branch, presided, and Lieut. E. D. Stogdon, R.N.V.R., District Inspector of Life-boats, described the boat. Mr. W. N. F. Burrows presented the boat to the Institution, and Captain the Hon. Sir Archibald Cochrane, G.C.M.G., D.S.O., R.N., a vice-president of the Institution and chairman of the executive committee of the Scottish life-boat-council, received her and handed her over to Aberdeen, on whose behalf she was accepted by Lord Provost Graham.

The Rev. Anderson Nicol, Minister of the West Church of St. Nicholas, Aberdeen, dedicated the life-boat, and the singing was led by members of the Hall Russell choir. The Lady Provost, Mrs. John M. Graham, named her the *Hilton Briggs* and a vote of thanks was proposed by Councillor J. A. Mackie, O.B.E. The life-boat was then launched.

#### GOURDON

The cost of the boat was defrayed by the amalgamation of legacies from Miss Edith Clauson-Thue, of Bourne-

mouth, Miss Victoria Anderson, of Edinburgh, and Sir Robert Lockhart, of Kirkecaldy. She is a 35-feet 6-inches Liverpool type boat and is the sixth life-boat to be stationed at Gourdon. The naming ceremony took place on the 4th of October. The Rt. Hon. the Viscount Arbuthnott, Lord Lieutenant of the County of Kincardine and chairman of the Gourdon branch, presided, and Lieut. E. D. Stogdon, R.N.V.R., District Inspector of Life-boats, described the boat. Captain the Hon. Sir Archibald Cochrane, G.C.M.G., D.S.O., R.N., a vice-president of the Institution and chairman of the executive committee of the Scottish life-boat council, thanked the donors on

behalf of the Institution and handed the life-boat over to Gourdon, on whose behalf she was accepted by Mr. J. B. Harvie, honorary secretary of the branch. A certificate of service was presented to the assistant mechanic, John Douglas.

The Rev. W. K. Gibb, Minister of the parish church, Kinneff, dedicated the life-boat, and music was played by the Brechin city band. The Rt. Hon. the Viscountess Arbuthnott, president of Inverbervie and district ladies' life-boat guild, named the life-boat *Edith Clauson-Thue*, and a vote of thanks was proposed by Mr. David C. Lyall. The life-boat was then launched.

### A New Life-boat Film

A NEW life-boat film called *Gale Warnings*, with a spoken commentary, is now in use, and the Institution's branches can ask for it at any time for showing in cinemas, at meetings, or privately.

The film is designed to illustrate the great variety of the work of the Service. It opens with the warning of a gale. The men of the crews are seen leaving their daily jobs and assembling at the sound of the maroon. Life-boats are seen launching and in action at different stations all round the coasts of Great Britain and Ireland. Various kinds of rescue are seen; a boy adrift in a rubber dinghy; a sick man being brought ashore from a yacht; a burning salvage ship; a sinking coaster.

Something of the history of the Service is shown, in particular the

development of life-boats from the first rowing boats to the powerful twin screw motor life-boats of today, and there are shots of the building of a life-boat. There are also shots of the work of the volunteers who collect the funds for the Service.

The stations shown in the film are Cromer, Dungeness, Lytham, Penlee, Southend-on-Sea, Swanage, Tynemouth, Whitby, and Yarmouth, Isle of Wight in England; Beaumaris, Mumbles and Moelfre in Wales; Peterhead in Scotland; Portrush in Northern Ireland; Arranmore and Baltimore in Eire.

The film has been made for the Institution by Ace Productions. It takes twenty-five minutes to show, but there is also a short version lasting ten minutes. It is in two sizes, the 35 millimeters, for use in cinemas, and 16 millimeters, for use on home projectors.

### A Pantomime and a "Raffel"

THIS story of a gift of twenty-five shillings cannot be better told than in the letter which came with it:

"Dear Secretary of the Life-boat Organisation,

"I enclose a £1 5s. p.o. for the life-boat. The way in which we raised this sum of money was by doing a play and by having a raffel. Three of my friends and myself did a pantomime called *Cinderella*, Jay Johnson was Cinderella, I was Prince Charming, Susan Hearne and Anthea West were

the Ugly Sisters. We made the scenery ourselves. For the raffel we each bought a box of chocolates each, and we charged 2d. a ticket. For grown-ups it was 4d. to go in and 2d. for children. We held the play in our ballroom. We are all under 13 years of age. We made or borrowed our costumes. Susan Hearne was also The Fairy Godmother. The audience consisted of 30-40 people.

"Yours sincerely,  
"(Miss) PATRICIA CARROL GADSDEN."

## Services of the Life-boats of the Institution during 1952

1952	Time of Launching		Persons rescued from shipwreck	
Jan.	4.	12.15 p.m.	Valentia life-boat took a doctor and stores to Blasket Island.	
"	6.	11.20 a.m.	Sennen Cove life-boat took doctors and a nurse to St. Mary's, Scilly, thereby saving a life - - - - -	1
"	8.	5.50 a.m.	Fishing boat <i>Maeve</i> , of Killybegs. Portrush life-boat gave help.	
"	8.	4.35 p.m.	Motor vessel <i>Benwood</i> , of Liverpool. Llandudno life-boat escorted vessel.	
"	9.	7.45 a.m.	Motor launch <i>Solent Swan</i> . Angle life-boat escorted vessel.	
"	10.	2.40 a.m.	S.S. <i>Flying Enterprise</i> , of New York. The Lizard life-boat stood by vessel.	
"	13.	10.30 p.m.	S.S. <i>Sovac Radiant</i> , of Panama. Dover life-boat gave help.	
"	13.	11.10 p.m.	S.S. <i>Agen</i> , of La Rochelle. Walmer life-boat - - - - -	38
"	14.	7.40 a.m.	Pilot boat <i>June Rose</i> , of Dover. Dover life-boat saved boat and rescued - - - - -	3
"	14.	3.45 p.m.	S.S. <i>Taxiarchis</i> , of Syra, Greece. Redcar life-boat stood by vessel.	
"	15.	3.30 a.m.	Sand boat <i>David P.</i> , of Leith. Broughty Ferry life-boat - - -	4
"	17.	4.15 p.m.	Motor vessel <i>Seaham</i> , of Rotterdam. Lowestoft life-boat - - -	4
"	17.	11.0 p.m.	Motor vessel <i>Futurity</i> , of London. Teesmouth life-boat stood by vessel.	
"	18.	2.12 a.m.	Barque <i>Pamir</i> , of Germany. Margate life-boat stood by vessel.	
"	18.	7.10 a.m.	Barque <i>Pamir</i> , of Germany. Walton and Frinton life-boat stood by vessel.	
"	20.	2.20 p.m.	Eight fishing boats of Scarborough. Scarborough life-boat escorted boats.	
"	21.	10.5 p.m.	Boat from S.S. <i>Don</i> , of Goole. The Humber life-boat gave help.	
"	26.	12.15 p.m.	Motor fishing vessel <i>Pilot Me II</i> , of Whitby. Whitby No. 1 life-boat escorted vessel.	
"	30.	9.45 p.m.	Steam tug <i>Trieste</i> . Torbay life-boat - - - - -	11
"	31.	5.45 p.m.	S.S. <i>Capitol</i> , of London. Great Yarmouth and Gorleston life-boat took out a doctor.	
Feb.	4.	1.5 p.m.	Motor fishing vessel <i>Lead Us</i> , of Whitby. Whitby No. 1 life-boat escorted vessel.	
"	4.	2.26 p.m.	Motor barge <i>Delce</i> , of London. Clacton-on-Sea life-boat gave help.	
"	5.	4.45 p.m.	S.S. <i>Poole Channel</i> , of London. Great Yarmouth and Gorleston life-boat landed an injured man.	
"	9.	12.15 p.m.	Motor vessel <i>Hans Hoth</i> , of Hamburg. Tynemouth life-boat stood by vessel.	
"	10.	10.0 a.m.	New Quay, Cardigan, life-boat landed the body of a man who had fallen over a cliff.	
"	17.	7.33 p.m.	Arbroath life-boat landed seven persons marooned on a rock.	
"	18.	11.12 a.m.	Motor fishing boat <i>Frigate Bird</i> , of Portpatrick. Portpatrick life-boat gave help.	
"	28.	6.47 a.m.	Motor fishing vessel <i>Pride o' the Clyde</i> , of Tarbert. Campbeltown life-boat gave help.	
"	28.	10.40 a.m.	Motor fishing boat <i>A.J.J. &amp; M.</i> , of Pittenweem. Anstruther life-boat gave help.	
"	29.	6.25 a.m.	S.S. <i>Lyntre</i> , of Jersey. St. Helier life-boat gave help and landed 1.	
"	29.	10.15 a.m.	Motor vessel <i>Serenity</i> , of London. Caister life-boat gave help.	
Mar.	5.	5.32 p.m.	Fishing boats <i>Faithful II</i> and <i>Sovereign</i> , of Seahouses. Holy Island life-boat escorted boats.	
"	6.	9.55 a.m.	Trinity House tender and fishing boats <i>Faithful II</i> and <i>Sovereign</i> , of Seahouses. North Sunderland life-boat escorted boats and landed 4 from the tender.	
"	7.	11.15 a.m.	Eight fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels.	
"	7.	1.10 p.m.	Keel boat <i>Progressive</i> , of Filey. Scarborough life-boat escorted boat.	
"	8.	2.5 p.m.	Tanker <i>British Diligence</i> , of London. St. Ives life-boat landed an injured man.	
"	10.	11.0 a.m.	Aith life-boat took a doctor to a sick woman on Foula island.	
"	10.	11.42 p.m.	Motor vessel <i>Saint Kentigern</i> , of Glasgow. Campbeltown life-boat gave help.	
"	11.	8.15 a.m.	Fishing boat <i>Speedwell</i> , of New Brighton. New Brighton life-boat gave help.	
"	13.	9.0 p.m.	A motor punt of Ballycotton. Ballycotton life-boat escorted boat.	
"	14.	3.38 a.m.	Steam trawler <i>Peter Carey</i> , of London. Stromness life-boat saved vessel and - - - - -	12

	1952	Time of Launching		
Mar.	16.	4.40 p.m.	Motor fishing vessel <i>Nabro</i> , of Dublin. Ramsey life-boat gave help.	
	19.	4.13 p.m.	H.M. motor launch <i>R.C. 83</i> . Bembridge life-boat gave help.	
	22.	3.30 a.m.	S.S. <i>Guecho</i> , of Bilbao. Dover life-boat gave help.	
	22.	10.0 a.m.	Shrimp boat <i>Trade Winds</i> , of Lowestoft. Lowestoft life-boat gave help.	
	23.	9.30 a.m.	Tenby life-boat landed a sick man from the Helwick lightvessel.	
	24.	3.15 p.m.	Fishing boat <i>Emma</i> , of Rock Ferry. New Brighton life-boat stood by vessel.	
	27.	10.37 a.m.	Five fishing cobsles of Filey. Filey life-boat escorted cobsles.	
	27.	10.40 a.m.	Fishing cobsles <i>Rosemary</i> and <i>Rachel</i> , of Scarborough. Scarborough life-boat escorted cobsles.	
	28.	12.50 p.m.	Fishing vessels <i>Lead Us</i> and <i>Pilot Me II</i> , of Whitby. Whitby No. 1 life-boat escorted vessels.	
	28.	11.0 p.m.	Motor vessel <i>Globe</i> , of Groningen. St. David's life-boat stood by vessel.	
	29.	8.15 p.m.	Motor vessel <i>Scarcity</i> , of London. Aldeburgh No. 1 life-boat stood by vessel.	
	29.	11.20 a.m.	Motor vessel <i>Southend Britannia</i> , of Southend-on-Sea. Southend-on-Sea life-boat saved vessel.	
	29.	11.55 a.m.	Motor vessel <i>Seniority</i> , of London. Walton and Frinton life-boat stood by vessel.	
	30.	7.20 a.m.	S.S. <i>Jankiki</i> , of Panama. Ramsgate life-boat gave help.	
	30.	10.45 a.m.	Motor vessel <i>Taranaki</i> , of Southampton. Torbay life-boat transferred a pilot.	
	31.	10.0 a.m.	Kilmore life-boat took out a relief to Coningbeg Lightvessel.	
	31.	10.0 a.m.	Twelve fishing boats of Whitby. Whitby No. 1 life-boat escorted boats.	
	31.	12.55 p.m.	Motor vessel <i>Capacity</i> , of London. Great Yarmouth and Gorleston life-boat landed an injured man.	
April	1.	12.30 p.m.	Rosslare Harbour life-boat took out a relief to Blackwater Lightvessel.	
	1.	2.45 p.m.	Barge <i>Zuversicht</i> , of Hamburg. Humber life-boat gave help.	
	2.	11.45 a.m.	Fishing cobsles <i>Floral Queen</i> , <i>Silver Line</i> , <i>Little Lady</i> and <i>Margaret</i> , of Whitby. Whitby No. 2 life-boat escorted cobsles.	
	3.	9.30 a.m.	Rosslare Harbour life-boat took out a relief to Tuskar Rock lighthouse.	
	8.	9.30 p.m.	Motor boat <i>Leprechaun</i> , of Port St. Mary. Port St. Mary life-boat gave help.	
	10.	3.36 p.m.	Fishing boat <i>Liver Bird</i> , of Conway. Llandudno life-boat saved boat and rescued - - - - - 1	
	12.	10.30 p.m.	Yacht <i>Clarissa</i> . Hoylake life-boat gave help.	
	14.	7.45 a.m.	Schooner <i>Saint Austell</i> , of Howth. Dunmore East life-boat gave help.	
	14.	11.45 p.m.	Yacht <i>Cuban</i> , of Southampton. Shoreham Harbour life-boat gave help.	
	16.	7.30 a.m.	Trawler <i>Mont Cassel</i> , of Boulogne. Margate life-boat gave help.	
	17.	11.45 p.m.	Motor yacht <i>Coila</i> , of Plymouth. Weymouth life-boat gave help.	
	18.	4.0 p.m.	Two aeroplanes. Skegness life-boat - - - - - 1	
	20.	5.57 p.m.	Fishing vessel <i>Notre Dame des Flots</i> , of Gravelines. Ramsgate life-boat escorted vessel.	
	23.	6.39 p.m.	Motor tanker <i>Caldergate</i> , of London. Ramsgate life-boat stood by vessel.	
	24.	10.5 a.m.	S.S. <i>Rocquaine</i> , of Guernsey. St. Ives life-boat landed an injured man.	
	25.	2.55 a.m.	S.S. <i>Colonel Crompton</i> , of London. Bridlington life-boat landed an injured man.	
May	1.	7.15 p.m.	A sailing dinghy of Lowestoft. Lowestoft life-boat. - - - - - 2	
	2.	2.45 a.m.	S.S. <i>Craig</i> , of Leith. Caister life-boat gave help.	
	2.	11.0 a.m.	Trawler <i>Amazone</i> , of Camaret. Valentia life-boat stood by vessel.	
	3.	6.50 p.m.	Dover life-boat landed six boys cut off by the tide.	
	6.	3.10 a.m.	S.S. <i>Holdernook</i> , of Hull and tug <i>T.I.D. 66</i> . Amble life-boat gave help.	
	7.	6.45 a.m.	Motor vessel <i>Hindlea</i> , of Dublin. Portpatrick life-boat stood by vessel.	
	8.	6.30 p.m.	Rowing boat <i>Elizabeth Mary</i> . Dover life-boat saved boat and rescued - - - - - 2	
	10.	8.40 p.m.	Motor boat <i>Doodle Bug</i> , of Margate. Margate life-boat saved boat and rescued - - - - - 4	
	11.	1.30 p.m.	Two boats. Southend-on-Sea life-boat saved a boat and rescued - - - - - 5	
	11.	6.45 p.m.	S.S. <i>Moveria</i> , of Glasgow. Baltimore life-boat stood by vessel.	

Persons  
rescued from  
shipwreck

	1952	Time of Launching			
May	17.	11.52 p.m.	Motor launch <i>Gannet</i> , of St. Mary's.	St. Mary's life-boat gave help.	
	20.	4.0 p.m.	An American seaplane.	Great Yarmouth and Gorleston life-boat gave help.	
	20.	4.45 p.m.	Yawl <i>Sheenan</i> .	Lowestoft life-boat gave help.	
	22.	5.35 p.m.	Howth life-boat	rescued a boy who had fallen over a cliff. - - -	1
	23.	8.15 p.m.	A dinghy of Uphill.	Minehead life-boat - - - - -	1
	24.	11.45 p.m.	Steam trawler <i>Unitia</i> , of Aberdeen.	Stromness life-boat gave help.	
	27.	12.40 a.m.	Tug <i>Scotsman</i> , of Hull.	Humber life-boat landed an injured man.	
	28.	10.50 a.m.	Motor cruiser <i>Susie</i> , of Maldon.	Clacton-on-Sea life-boat saved boat and rescued - - - - -	2
	31.	1.30 a.m.	Yacht <i>Rosemary IV</i> , of Southampton.	Yarmouth, Isle of Wight, life-boat gave help.	
June	1.	2.50 p.m.	Yacht <i>Passat</i> , of London.	Southend-on-Sea life-boat saved yacht and rescued - - - - -	3
	1.	6.35 p.m.	Yacht <i>Dirk II</i> , of Maldon.	Margate life-boat saved yacht and rescued - - - - -	5
	1.	8.0 p.m.	Barge yacht <i>De Bries</i> , of Holland.	Clacton-on-Sea life-boat gave help.	
	2.	9.5 a.m.	Sailing yacht <i>Nola</i> , of Harwich.	Walton and Frinton life-boat gave help.	
	2.	5.15 p.m.	A dinghy of Walton-on-Naze.	Walton and Frinton life-boat saved boat and rescued - - - - -	2
	3.	11.0 a.m.	Motor boat <i>Ivy Dale</i> , of London.	Humber life-boat gave help.	
	3.	4.20 p.m.	Vessel <i>Willroy</i> , of Fleetwood.	Padstow No. 1 life-boat gave help.	
	3.	4.50 p.m.	Flamborough life-boat	rescued a man marooned on a cliff - - -	1
	7.	8.20 p.m.	A sailing dinghy of Christchurch.	Yarmouth, Isle of Wight, life-boat saved boat.	
	8.	11.11 a.m.	Motor boat <i>E.M.</i>	Fowey life-boat saved boat and rescued - -	1
	9.	1.55 p.m.	Tanker <i>Wave Master</i> , of London.	The Mumbles life-boat landed an injured woman.	
	12.	7.30 p.m.	Fishing boat <i>Glory</i> , of Jersey.	St. Helier life-boat gave help.	
	12.	10.20 p.m.	Motor ferry boat <i>Colonsay</i> , of Colonsay.	Islay life-boat gave help.	
	13.	9.40 a.m.	Yacht <i>Spray</i> , of Cowes.	Selsey life-boat gave help.	
	14.	4.6 a.m.	S.S. <i>Baron Douglas</i> , of Ardrossan.	Hastings life-boat landed 18.	
	14.	4.28 a.m.	S.S. <i>Baron Douglas</i> , of Ardrossan.	Eastbourne life-boat gave help and landed 14.	
	14.	4.0 p.m.	Motor boat from H.M.S. <i>Conway</i> .	New Brighton life-boat gave help.	
	14.	11.40 p.m.	Yacht <i>Raider</i> , of Cardiff.	Torbay life-boat gave help.	
	15.	11.45 a.m.	Kilmore life-boat	took out a relief to the Coningbeg Lightvessel.	
	15.	12.6 p.m.	Motor boat <i>Heron</i> , of Margate.	Margate life-boat saved boat and rescued - - - - -	3
	15.	11.58 p.m.	Tug <i>Rumania</i> , of London.	Hastings life-boat landed an injured man.	
	16.	9.10 p.m.	Fishing boat <i>Sea Mew</i> , of Douglas.	Douglas life-boat saved boat and rescued - - - - -	2
	21.	7.35 a.m.	Motor cruiser <i>St. Ambrose</i> , of London.	Newcastle, Co. Down, life-boat took out a doctor.	
	21.	2.15 p.m.	Sailing boat <i>Pandora</i> , of Anglesey.	Moelfre life-boat saved boat and rescued - - - - -	4
	21.	3.40 p.m.	Sailing yacht <i>Henrietta</i> , of Beaumaris.	Moelfre life-boat gave help.	
	21.	8.15 p.m.	Fishing boat <i>Elsie</i> , of Whitehaven.	Workington life-boat - -	1
	22.	8.23 p.m.	Yawl <i>Shona</i> , of Lytham.	Lytham St. Annes life-boat gave help.	
	24.	2.50 a.m.	Baltimore life-boat	landed a party marooned on Cape Clear Island.	
	25.	7.44 p.m.	A Shackleton aeroplane.	Holy Island life-boat landed 2.	
	26.	6.55 p.m.	Torbay life-boat	landed a sick woman marooned on a rock.	
	28.	1.0 p.m.	S.S. <i>Baron Elcho</i> , of Ardrossan.	Campbeltown life-boat landed an injured man.	
	29.	11.15 a.m.	S.S. <i>Belfri</i> , of Oslo.	Stornoway life-boat landed a sick woman.	
	29.	1.55 p.m.	Motor yacht <i>Valchris</i> , of Lytham.	Lytham St. Annes life-boat gave help.	
	29.	9.50 p.m.	Motor fishing boat <i>Southern Sun</i> , of Girvan.	Girvan life-boat escorted boat.	
July	3.	11.15 p.m.	Yacht <i>Beau Geste</i> , of Southampton.	Bembridge life-boat gave help.	
	7.	9.20 a.m.	Lobster boat <i>Catherine</i> .	Clovelly life-boat gave help.	
	7.	6.13 p.m.	A sailing dinghy.	New Brighton life-boat gave help.	
	7.	9.40 p.m.	Yacht <i>Helen</i> , of Fleetwood.	Barrow life-boat gave help.	

		Time of Launching		Persons rescued from shipwreck
1952				
July	10.	5.59 a.m.	Motor vessel <i>Prins Alexander</i> , of Rotterdam. Ramsgate life-boat gave help and landed 30.	
	„	10.10 p.m.	S.S. <i>Clonlee</i> . Workington life-boat gave help.	
	„	11. 2.0 p.m.	Motor house-boat <i>Haste Away</i> , of Ipswich. Margate life-boat saved boat and rescued - - - - -	3
	„	12. 7.50 a.m.	Yacht <i>Harebell</i> , of London. Yarmouth, Isle of Wight, life-boat saved yacht and rescued - - - - -	9
	„	12. 10.35 a.m.	Yacht <i>Zamorian</i> . Donaghadee life-boat saved yacht and rescued	3
	„	12. 1.42 p.m.	Motor boat <i>Aloma</i> , of Belfast. Campbeltown life-boat saved boat and rescued - - - - -	2
	„	13. 12.50 a.m.	Motor boat <i>Faithful</i> . Barrow life-boat - - - - -	2
	„	13. 10.26 a.m.	Yacht <i>The Prince</i> , of Walton-on-the-Naze. Aldeburgh No. 1 life-boat saved yacht and rescued - - - - -	4
	„	13. 10.30 a.m.	Sailing yacht <i>Faraway</i> , of London. Margate life-boat saved yacht and rescued - - - - -	2
	„	13. 4.15 p.m.	Yacht <i>Acteon</i> , of St. Malo. Dover life-boat saved yacht and rescued - - - - -	9
	„	14. 1.15 a.m.	Yacht <i>Velma</i> . Great Yarmouth and Gorleston life-boat gave help.	
	„	15. 12.15 a.m.	Yacht <i>St. David</i> . Girvan life-boat gave help.	
	„	16. 3.0 p.m.	Fishing boat <i>Empress</i> , of Wexford. Kilmore life-boat saved boat and rescued - - - - -	3
	„	19. 3.5 p.m.	A rubber dinghy. Dungeness life-boat saved dinghy and rescued	2
	„	20. 6.30 a.m.	Sailing yacht <i>Morena</i> . Sennen Cove life-boat gave help.	
	„	20. 11.0 a.m.	A Meteor aeroplane. Whitby No. 1 life-boat landed a body.	
	„	20. 6.20 p.m.	Motor boat <i>Adelaide</i> , of Liverpool. New Brighton life-boat saved boat and rescued - - - - -	2
	„	22. 2.0 p.m.	A canvas canoe. Barrow life-boat saved canoe.	
	„	23. 5.32 a.m.	Yacht <i>Thyminia</i> , of Barry. Ifracombe life-boat gave help.	
	„	23. 12.52 p.m.	A rowing boat. Clacton-on-Sea life-boat landed 1.	
	„	24. 11.28 a.m.	A Meteor aeroplane. Cromer No. 1 life-boat gave help.	
	„	24. 10.45 a.m.	Motor yacht <i>Coo-ee</i> , of Dover. Dungeness life-boat gave help.	
	„	27. 6.0 a.m.	A dinghy. Weymouth life-boat saved dinghy.	
	„	27. 10.30 p.m.	Flamborough life-boat helped a boy trapped at the foot of a cliff.	
	„	30. 7.10 p.m.	A motor boat. Dunmore East life-boat saved boat and rescued	2
	„	30. 9.49 p.m.	Motor vessel <i>Sandefjord</i> , of Sandefjord. Ramsgate life-boat gave help.	
Aug.	1.	10.35 a.m.	Motor yacht <i>Zippalong</i> , of Boston. Cromer No. 1 life-boat gave help.	
	„	1. 8.30 p.m.	Dover life-boat landed 2 men cut off by the tide.	
	„	2. 9.5 a.m.	Yacht <i>Idler</i> . Weymouth life-boat saved yacht and rescued - -	1
	„	2. 2.42 p.m.	Sailing boat <i>Janet</i> . The Mumbles life-boat saved boat and rescued - - - - -	2
	„	3. 3.40 p.m.	Sailing dinghy from H.M.S. <i>Collingwood</i> , of Portsmouth. Selsey lifeboat - - - - -	1
	„	3. 4.30 p.m.	Clovelly life-boat landed 2 persons cut off on rocks.	
	„	4. 8.50 p.m.	Motor launch <i>Lady Muriel</i> , of Littlehampton. Selsey life-boat gave help.	
	„	5. 1.59 p.m.	Sailing yacht <i>Judy</i> . Clacton-on-Sea life-boat gave help.	
	„	6. 12.10 a.m.	Fishing boat <i>Rapid</i> , of Ballycotton. Ballycotton life-boat gave help.	
	„	6. 3.55 a.m.	Motor ship <i>England</i> , of Leith. Dungeness life-boat stood by vessel.	
	„	6. 10.10 p.m.	Motor boat <i>Brit</i> , of Salcombe. Salcombe life-boat gave help.	
	„	6. 10.40 p.m.	Motor yacht <i>Zircon</i> , of Britsol. Weston-super-Mare life-boat gave help.	
	„	7. 3.35 p.m.	A rubber dinghy. Margate life-boat saved dinghy and rescued	4
	„	7. 11.25 p.m.	Cabin cruiser <i>La Corbiere</i> , of Salcombe. Salcombe life-boat saved boat and rescued - - - - -	7
	„	8. 5.57 p.m.	Yacht <i>Jonquil</i> , of South Queensferry. Campbeltown life-boat gave help.	
	„	8. 6.10 p.m.	Sailing barge <i>Spurgeon</i> , of Rochester. Margate life-boat gave help.	
	„	9. 9.53 a.m.	Fishing coble <i>Isabella</i> , of Filey. Filey life-boat escorted coble.	
	„	9. 10.40 a.m.	Sailing yacht <i>Tryst</i> , of Abersoch. Pwllheli life-boat gave help.	
	„	9. 1.50 p.m.	Motor fishing vessel <i>Excelsior</i> , of Bridlington. Bridlington life-boat escorted vessel.	
	„	9. 3.10 p.m.	Sailing yawl <i>Active</i> , of Cardiff. Margate life-boat gave help.	
	„	9. 3.35 p.m.	Motor yacht <i>Santa Lucia</i> , of Brussels. Southend-on-Sea life-boat saved yacht and rescued - - - - -	2
	„	9. 4.30 p.m.	Sailing yacht <i>Nona</i> . Newcastle, Co. Down, life-boat saved yacht and rescued - - - - -	4



1952	Time of Launching		Persons rescued from shipwreck
Aug. 9.	5.22 p.m.	Motor boat <i>Jill</i> , of Clacton-on-Sea. Clacton-on-Sea life-boat saved boat.	
„ 10.	1.0 a.m.	S.S. <i>Lassell</i> , of Liverpool. Cloughey life-boat gave help and landed 30.	
„ 11.	10.54 p.m.	Motor yacht <i>Iasgair</i> . Ramsgate life-boat gave help.	
„ 12.	3.40 p.m.	Rowing boat <i>Norman</i> , of Moelfre. Moelfre life-boat saved boat and rescued - - - - -	5
„ 17.	11.10 a.m.	Motor cruiser <i>Arielle</i> , of Leith. Filey life-boat saved boat and rescued - - - - -	4
„ 18.	3.30 a.m.	Motor cruiser <i>Diana II</i> . Weymouth life-boat saved boat and rescued - - - - -	4
„ 19.	7.40 p.m.	Hopper No. 19, of London. Southend-on-Sea life-boat saved two boats and rescued - - - - -	8
„ 19.	9.5 p.m.	Sailing yacht <i>Clytie</i> , of West Kirby. Rhyl life-boat saved yacht.	
„ 20.	3.40 p.m.	Motor vessel <i>Michel Swenden</i> , of Rotterdam, and tug <i>Adrian Letzer</i> , of Flushing. Walton and Frinton life-boat gave help.	
„ 20.	5.48 p.m.	S.S. <i>Western Farmer</i> , of New York. Ramsgate life-boat - - -	24
„ 20.	6.45 p.m.	S.S. <i>Western Farmer</i> , of New York. Dover life-boat - - -	13
„ 21.	2.50 p.m.	Trawler <i>Hassett</i> , of Grimsby. Filey life-boat landed a sick man.	
„ 23.	12.15 p.m.	Ketch <i>West Winds</i> . Tenby life-boat gave help.	
„ 27.	2.16 p.m.	Yacht <i>Mermaid</i> , of Poole. Holy Island life-boat saved yacht and rescued - - - - -	3
„ 28.	5.8 p.m.	Steamdrifter <i>Ugie Vale</i> , of Peterhead. Berwick-on-Tweed life-boat stood by vessel.	
„ 31.	8.5 a.m.	Motor yacht <i>Taygrove</i> , of Dundee. Peterhead life-boat gave help.	
„ 31.	11.35 a.m.	Sailing dinghy <i>Yimkin</i> . Yarmouth, Isle of Wight, life-boat saved dinghy.	
„ 31.	3.12 p.m.	Yacht <i>Little Genna</i> , of Shoreham. Shoreham Harbour life-boat saved yacht.	
„ 31.	5.45 p.m.	A sailing dinghy. New Brighton life-boat landed 1.	
Sept. 3.	5.5 p.m.	Yacht <i>Firefly</i> , of Gillingham. Walton and Frinton life-boat gave help.	
„ 3.	11.51 p.m.	Fishing vessel <i>Provider A</i> , of Whitby. Whitby No. 1 life-boat gave help.	
„ 4.	8.30 a.m.	Motor fishing boats <i>Gem</i> and <i>Whitby Lass</i> , of Whitby. Whitby No. 2 life-boat escorted boats.	
„ 4.	4.30 p.m.	A jet aeroplane of the U.S.A. Margate life-boat gave help.	
„ 4.	5.10 p.m.	A cabin cruiser of Berwick. Berwick-on-Tweed life-boat saved boat and rescued - - - - -	4
„ 5.	8.30 a.m.	Fishing cobsles <i>Nellie</i> and <i>Rachel</i> , of Scarborough. Scarborough life-boat escorted cobsles.	
„ 5.	4.15 p.m.	Yacht <i>Joanna</i> . Weymouth life-boat saved yacht and rescued -	3
„ 6.	11.20 a.m.	A sailing dinghy of Heswall. Hoylake life-boat saved dinghy.	
„ 7.	5.20 p.m.	Wicklow life-boat landed the body of a boy who had fallen over a cliff.	
„ 9.	5.25 p.m.	A sailing dinghy of Fowey. Fowey life-boat saved dinghy and rescued - - - - -	2
„ 10.	11.15 a.m.	Motor vessel <i>Lollipop</i> . Tenby life-boat escorted vessel.	
„ 10.	11.55 a.m.	Fishing boat <i>Irish Leader</i> , of Dublin. Ballycotton life-boat saved boat and rescued - - - - -	2
„ 10.	11.0 p.m.	Fishing boat <i>St. Mary</i> , of Ballycotton. Ballycotton life-boat gave help.	
„ 10.	11.0 p.m.	Motor yacht <i>Nasus</i> . Portpatrick life-boat gave help.	
„ 11.	10.15 a.m.	Six fishing cobsles of Whitby. Whitby No. 1 life-boat escorted cobsles.	
„ 11.	10.15 p.m.	Yacht <i>Floran</i> . Girvan life-boat gave help.	
„ 13.	1.35 p.m.	S.S. <i>Bluestone</i> , of London. Washington life-boat landed a sick man.	
„ 13.	9.15 p.m.	Yacht <i>Ann Gail</i> . Howth life-boat gave help.	
„ 14.	10.53 a.m.	S.S. <i>Kylemore</i> , of Limerick. Holyhead life-boat landed a sick man.	
„ 15.	2.14 p.m.	Motor trawler <i>Red Snapper</i> , of Lowestoft. Lowestoft life-boat escorted vessel.	
„ 15.	5.40 p.m.	Yacht <i>Amita</i> , of Rhu. Beaumaris life-boat saved yacht and rescued - - - - -	2
„ 16.	3.45 p.m.	Whaler <i>Paul</i> , of Dover. Dover life-boat gave help.	
„ 16.	7.30 p.m.	Motor yacht <i>René-Phillipe</i> , of Portsmouth. Ramsgate life-boat saved yacht and rescued - - - - -	3
„ 17.	4.10 p.m.	Sailing yacht <i>Thurne</i> , of Seaview. Bembridge life-boat gave help.	
„ 18.	3.0 a.m.	Motor fishing boats <i>Acorn</i> , <i>Golden Arrow</i> and <i>Elm</i> , from Scotland, and <i>Pilot Me</i> , of Whitby. Whitby No. 1 life-boat escorted boats.	
„ 18.	11.15 a.m.	Six fishing boats of Amble. Amble life-boat escorted boats.	

1952		Time of Launching		Pers rescued & shipwre
Sept.	18.	11.0 p.m.	Motor boat <i>Mayflower</i> , of Stornoway. Stornoway life-boat rescued crew of four marooned on Sulisker Rocks at Sula Sgeir -	4
"	20.	2.46 p.m.	Motor yacht <i>Naiad</i> , of Beaumaris. Swanage life-boat gave help.	
"	21.	7.55 a.m.	Yacht <i>Noroda</i> . Walmer life-boat escorted yacht.	
"	21.	11.40 a.m.	Motor launches <i>Lady Margaret</i> and <i>Georgina II</i> , of Middlesbrough, and <i>Pandora B</i> , of Whitby. Whitby No. 2 life-boat gave help.	
"	25.	12.40 p.m.	S.S. <i>Gracehill</i> , of Belfast. Troon life-boat - - - - -	10
"	25.	3.45 p.m.	Yacht <i>Airborne</i> , of London. Clacton-on-Sea life-boat saved yacht and rescued - - - - -	2
"	27.	3.25 p.m.	Motor boat <i>Rising Venus</i> , of Dunbar. Dunbar life-boat gave help.	
"	29.	10.0 p.m.	Motor pilot boat No. 1, of Workington. Workington life-boat gave help.	
"	30.	9.40 a.m.	Five fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels.	
"	30.	10.17 a.m.	Landing craft <i>Zara</i> . Bembridge life-boat escorted vessel.	
Oct.	1.	10.0 a.m.	Ten fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels.	
"	1.	1.55 p.m.	Salvage drifter <i>Abide</i> , of Peterhead. Swanage life-boat saved vessel and rescued - - - - -	8
"	1.	2.45 p.m. } 9.0 p.m. }	S.S. <i>Baron Dunmore</i> , of Ardrossan. Workington life-boat stood by vessel.	
"	2.	2.0 p.m.	H.M.S. <i>Wave</i> . St. Ives life-boat gave help.	
"	2.	2.0 p.m.	Fishing coble <i>Isabella</i> , of Filey. Filey life-boat escorted coble.	
"	2.	7.45 p.m.	Fishing boat <i>Christina Peter</i> . Walmer life-boat gave help.	
"	2.	10.10 p.m.	Motor cruiser <i>Five of Hearts</i> . Great Yarmouth and Gorleston life-boat gave help.	
"	5.	9.25 a.m.	Yacht <i>Wyvern</i> , of Shoeburyness. Southend-on-Sea life-boat landed 2.	
"	5.	9.0 p.m.	Motor fishing vessel <i>Lively Hope</i> , of Girvan. Workington life-boat gave help.	
"	6.	7.17 p.m.	S.S. <i>Bannrose</i> , of Liverpool. New Brighton life-boat escorted vessel.	
"	7.	8.52 p.m.	Four fishing drifters. Great Yarmouth and Gorleston life-boat escorted vessels.	
"	10.	11.20 a.m.	Fishing vessels <i>Lead Us</i> and <i>Pilot Me</i> , of Whitby. Whitby No. 1 life-boat escorted vessels.	
"	11.	10.5 a.m.	Fourteen fishing vessels. Whitby No. 1 life-boat escorted vessels.	
"	12.	10.50 a.m.	Motor fishing vessel <i>Deo Gratias</i> , of Ilfracombe. Mumbles life-boat escorted vessel.	
"	12.	8.25 p.m.	Steam trawler <i>St. Ronan</i> , of Hull. Thurso life-boat rescued - -	2
"	13.	3.0 p.m.	Motor boat <i>Bella Betty</i> . Mumbles life-boat gave help.	
"	16.	4.20 p.m.	Fishing boat <i>Endeavour</i> , of Dunbar. Dunbar life-boat gave help.	
"	19.	1.40 p.m.	Fishing boat <i>Grace Darling</i> , of Fleetwood. Fleetwood life-boat gave help.	
"	19.	3.45 p.m.	Motor fishing boat <i>Monbretia</i> , of Scarborough. Clacton-on-Sea life-boat saved boat and rescued - - - - -	4
"	22.	11.3 a.m.	Four fishing boats. Scarborough life-boat escorted boats.	
"	22.	11.40 a.m.	Three fishing boats. Bridlington life-boat escorted boats.	
"	22.	1.12 p.m.	Motor fishing boat <i>Devotion</i> , of Burnmouth. Eyemouth life-boat saved boat and rescued - - - - -	4
"	22.	8.50 p.m.	Steam trawler <i>Pern</i> , of Aberdeen. Stornoway life-boat escorted vessel.	
"	23.	10.34 a.m.	Steam trawler <i>Loch Lomond</i> , of Aberdeen. Aberdeen, North Pier, Life Saving Company - - - - -	13
"	23.	9.36 p.m.	Steam trawler <i>Strathelliot</i> , of Aberdeen. Stromness life-boat gave help.	
"	25.	1.10 p.m.	Penlee life-boat landed a keeper from the Seven Stones Light-vessel.	
"	25.	5.20 p.m.	Steam drifter <i>Fumerole</i> , of Peterhead. Great Yarmouth and Gorleston life-boat gave help.	
"	26.	5.0 a.m.	S.S. <i>Ask</i> , of Bergen. Cromer No. 1 life-boat gave help.	
"	27.	11.45 a.m.	Five fishing boats of Arbroath. Arbroath life-boat escorted boats.	
"	27.	12.15 p.m.	Fishing coble <i>Green Pastures</i> , of Newbiggin. Blyth life-boat escorted boat.	
"	28.	1.0 p.m.	S.S. <i>Second</i> , of Belfast. Ramsey life-boat landed an injured man.	
"	28.	7.53 p.m.	Steam trawler <i>Strathelliot</i> , of Aberdeen. Stromness life-boat gave help.	
Nov.	1.	9.45 p.m.	Motor fishing boat <i>Seaflower</i> . Stromness life-boat gave help.	
"	2.	6.40 p.m.	Motor vessel <i>Alf Everard</i> , of London. Newhaven life-boat - -	7
"	3.	11.20 a.m.	A canoe. Eastbourne life-boat saved canoe.	

Persons  
rescued from  
shipwreck

1952	Time of Launching		
Nov. 4.	8.30 a.m.	Fishing trawler <i>Windrise</i> , of Dublin. Rosslare Harbour life-boat saved vessel and rescued	5
" 4.	10.15 a.m.	Rowing boat <i>Miriam</i> , of Wicklow. Wicklow life-boat saved boat and rescued	3
" 4.	12.20 p.m.	Motor vessel <i>St. Walburg</i> , of Groningen. Eastbourne life-boat landed an injured man.	
" 6.	3.30 p.m.	Islay life-boat landed five men marooned on Brosdale Island.	
" 6.	8.10 p.m.	Motor fishing vessel <i>Binny Stewart</i> , of Aberdeen. Walton and Frinton life-boat saved vessel and rescued	2
" 7.	12.5 a.m.	S.S. <i>Obsidian</i> , of Glasgow. Troon life-boat escorted vessel.	
" 7.	12.25 a.m.	Motor barge <i>Sway</i> , of London. Walton and Frinton life-boat saved barge and rescued	3
" 7.	2.55 a.m.	Barge <i>Savoy</i> , of Dover. Southend-on-Sea life-boat stood by vessel.	
" 7.	3.10 a.m.	Barge <i>Vera</i> , of London. Margate life-boat	2
" 7.	7.30 a.m.	Motor cruisers <i>Lady Betty</i> and <i>Celerites</i> . Walton and Frinton life-boat saved yachts.	
" 10.	5.50 p.m.	Barra Island took a sick person to Lochboisdale.	
" 10.	8.20 p.m.	H.M. Motor fishing vessel No. 1106. Berwick-on-Tweed life-boat landed 7.	
" 11.	11.25 a.m.	Three fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels.	
" 11.	11.45 a.m.	Motor fishing vessels <i>Misty Isle</i> and <i>Braw Lads</i> , of Burnmouth. Berwick-on-Tweed life-boat escorted vessels.	
" 12.	10.30 a.m.	S.S. <i>Baron Elcho</i> , of Ardrrossan. Workington life-boat gave help.	
" 14.	2.30 p.m.	Pwllheli life-boat fetched a sick woman from Bardsey Island.	
" 14.	7.30 p.m.	Mallaig life-boat took a doctor to Rhum Island.	
" 16.	7.23 p.m.	S.S. <i>Lugano</i> , of Basle, Switzerland. Berwick-on-Tweed life-boat took out a doctor.	
" 17.	4.15 a.m.	Tanker <i>Rudderman</i> , of London. Lowestoft life-boat landed a sick man.	
" 18.	2.45 p.m.	A fishing boat of Flamborough. Flamborough life-boat escorted boat.	
" 19.	2.30 p.m.	S.S. <i>Baron Yarborough</i> , of Ardrrossan. Workington life-boat gave help.	
" 19.	11.25 p.m.	Motor vessel <i>Anna Henny</i> , of Groningen. Teesmouth life-boat gave help.	
" 20.	1.40 p.m.	Motor fishing boat <i>Montbretia</i> , of Hull. Lowestoft life-boat gave help.	
" 20.	3.45 p.m.	Aeroplane—American <i>Shooting Star</i> trainer. Margate life-boat gave help.	
" 20.	8.10 p.m.	A sailing boat. Barra Island life-boat saved boat and rescued	2
" 23.	7.27 p.m.	S.S. <i>Grove Hill</i> , of Middlesbrough. Cromer No. 1 life-boat gave help.	
" 24.	11.30 a.m.	Fishing boats <i>Success II</i> , <i>Faith Star</i> , <i>Pilot Me II</i> , <i>Provider A</i> and <i>Lead Us</i> , of Whitby. Whitby No. 1 life-boat escorted boats.	
" 25.	5.32 p.m.	Fishing boat <i>Jeune Louis</i> , of France. Hastings life-boat saved boat and rescued	7
" 26.	11.30 a.m.	R.A.F. Air Sea Rescue Launch. Tenby life-boat gave help.	
" 27.	2.40 a.m.	Motor vessel <i>Moray Firth</i> , of Newcastle. Teesmouth life-boat stood by vessel.	
" 27.	8.15 a.m.	Fishing boat <i>Jeune Louis</i> , of France. Hastings life-boat gave help.	
" 28.	3.44 a.m.	Yacht <i>Algue</i> , of St. Malo. Yarmouth. Isle of Wight, life-boat gave help.	
" 30.	3.15 p.m.	American jet aeroplane. Dover life-boat landed 2.	
Dec. 3.	7.30 a.m.	Fast patrol boat <i>Havoernen</i> , of the Royal Danish Navy. Great Yarmouth and Gorleston life-boat gave help.	
" 3.	11.55 a.m.	Fast patrol boat <i>Havoernen</i> , of the Royal Danish Navy. Caister life-boat	9
" 5.	8.0 a.m.	Fast patrol boat <i>Havoernen</i> , of the Royal Danish Navy. Caister	
" 6.	5.20 a.m.	life-boat gave help.	
" 6.	9.50 p.m.	Motor vessel <i>Friso</i> , of Rotterdam. Clogher Head life-boat gave help.	
" 7.	9.45 p.m.	Fishing boat <i>Greyglass</i> , of Hoylake. Hoylake life-boat gave help.	
" 9.	5.22 p.m.	Trawler <i>Mollia</i> , of Lowestoft. Lowestoft life-boat gave help.	
" 11.	4.35 p.m.	Fishing boat <i>Young Robert</i> , of Dunbar. Dunbar life-boat gave help.	
" 12.	10.30 a.m.	Two boats from tanker <i>Olaf Ringdal Jr.</i> , of Oslo. The Mumbles life-boat gave help.	
" 12.	5.15 p.m.	Trawler <i>Patricia Hague</i> , of Fleetwood. Ramsey life-boat escorted vessel.	
" 17.	4.12 a.m.	S.S. <i>Solbritt</i> , of Vasa, Finland. Troon life-boat gave help.	

1952	Time of Launching		Persons rescued from shipwreck
Dec. 17.	7.0 a.m.	Trawler <i>William Cale</i> , of London. Stornoway life-boat stood by vessel.	
„ 17.	9.30 a.m.	Tanker <i>Rinda</i> , of Oslo. New Brighton life-boat gave help.	
„ 17.	12 noon	Seven fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels.	
„ 17.	10.15 p.m.	Motor barge <i>Nellie</i> , of Faversham. Southend-on-Sea life-boat -	2
„ 18.	1.0 p.m.	S.S. <i>Araton</i> , of Stockholm. Barrow life-boat landed an injured man.	
„ 18.	7.45 p.m.	Motor vessel <i>Purbeck</i> , of London. Dungeness life-boat gave help.	
„ 18.	11.7 p.m.	Campbeltown life-boat took a doctor to Sanda Island.	
„ 19.	4.36 p.m.	Trawler <i>Old Bob Leach</i> , of Newhaven. Hastings life-boat stood by vessel.	
„ 20.	11.30 a.m.	Dover life-boat rescued a man cut off by the tide.	
„ 20.	7.30 p.m.	S.S. <i>Bankville</i> , of Liverpool. Barrow life-boat gave help.	
„ 22.	5.20 a.m.	S.S. <i>Margareta</i> , of Lovisa, Finland. Girvan life-boat gave help.	
„ 22.	11.55 a.m.	Lerwick life-boat brought a sick man from Fair Isle thereby saving his life	1
„ 22.	1.30 p.m.	S.S. <i>Margareta</i> , of Lovisa, Finland. Campbeltown life-boat gave help and landed 45.	
„ 24.	3.10 a.m.	S.S. <i>Virginia</i> , of Panama. Yarmouth, Isle of Wight, life-boat landed 2.	
„ 25.	6.57 a.m.	Tanker <i>Fort Moultre</i> , of New York. The Mumbles life-boat landed an injured man.	
„ 25.	10.35 p.m.	S.S. <i>Moorlands</i> , of Methil. Montrose life-boat stood by vessel.	
„ 26.	9.30 a.m.	Tugs <i>Aegir</i> and <i>Garm</i> , of Denmark. Caister life-boat landed two sick men.	
„ 27.	2.10 p.m.	Motor fishing boat <i>Undaunted</i> , of Wick. Thurso life-boat escorted boat.	
„ 29.	5.22 p.m.	S.S. <i>Fermain</i> , of St. Peter Port. St. Peter Port life-boat gave help.	

## SUMMARY OF THE YEAR'S WORK

Lives rescued by Life-boats	346*
Lives rescued in other ways for whose rescue the Institution gave rewards	103
Total of lives rescued	449
Persons landed from vessels on which they might have been in danger	204
Boats and vessels which life-boats saved	65
Boats and vessels which life-boats stood by, escorted to safety, or helped	320
Total number of launches, including those in which for various reasons no services were rendered	657

\* These included 13 rescued by the Aberdeen North Pier Life-saving Apparatus, one of two maintained and manned at Aberdeen by the Institution.

## Notice

All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Colonel A. D. Burnett Brown, M.C., T.D., M.A., the Secretary, Royal National Life-boat Institution, 42, Grosvenor Gardens, London, S.W.1.

All enquiries about the work of the Institution or about this journal should be addressed to the Secretary.

The next number of THE LIFE-BOAT will be published in June, 1953.